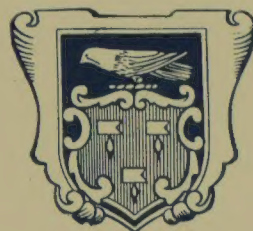




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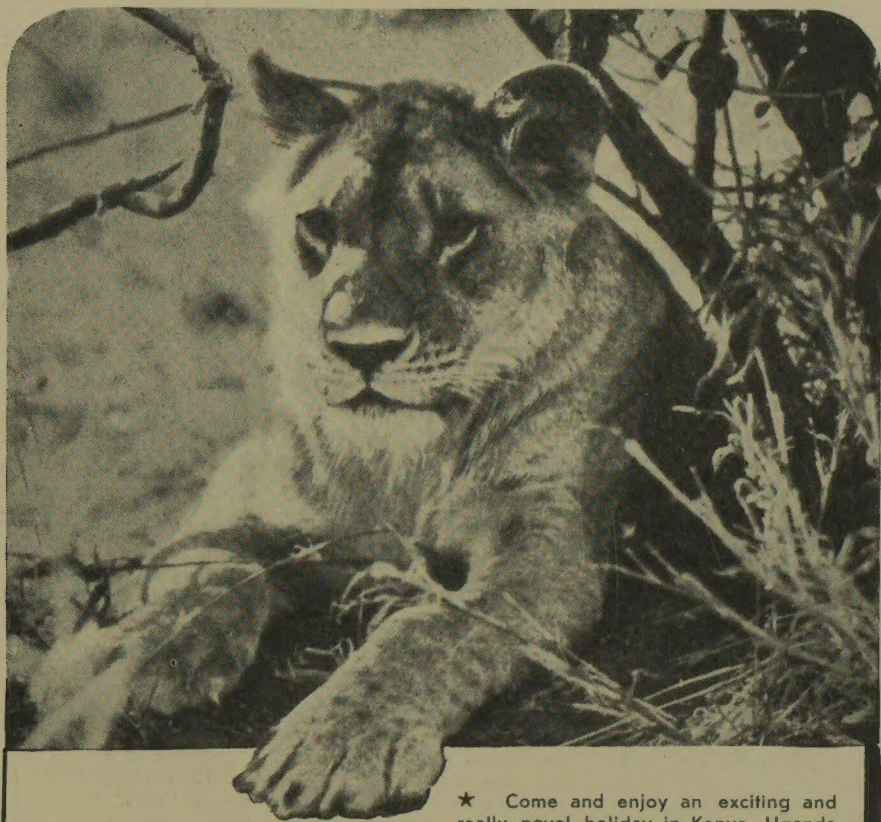
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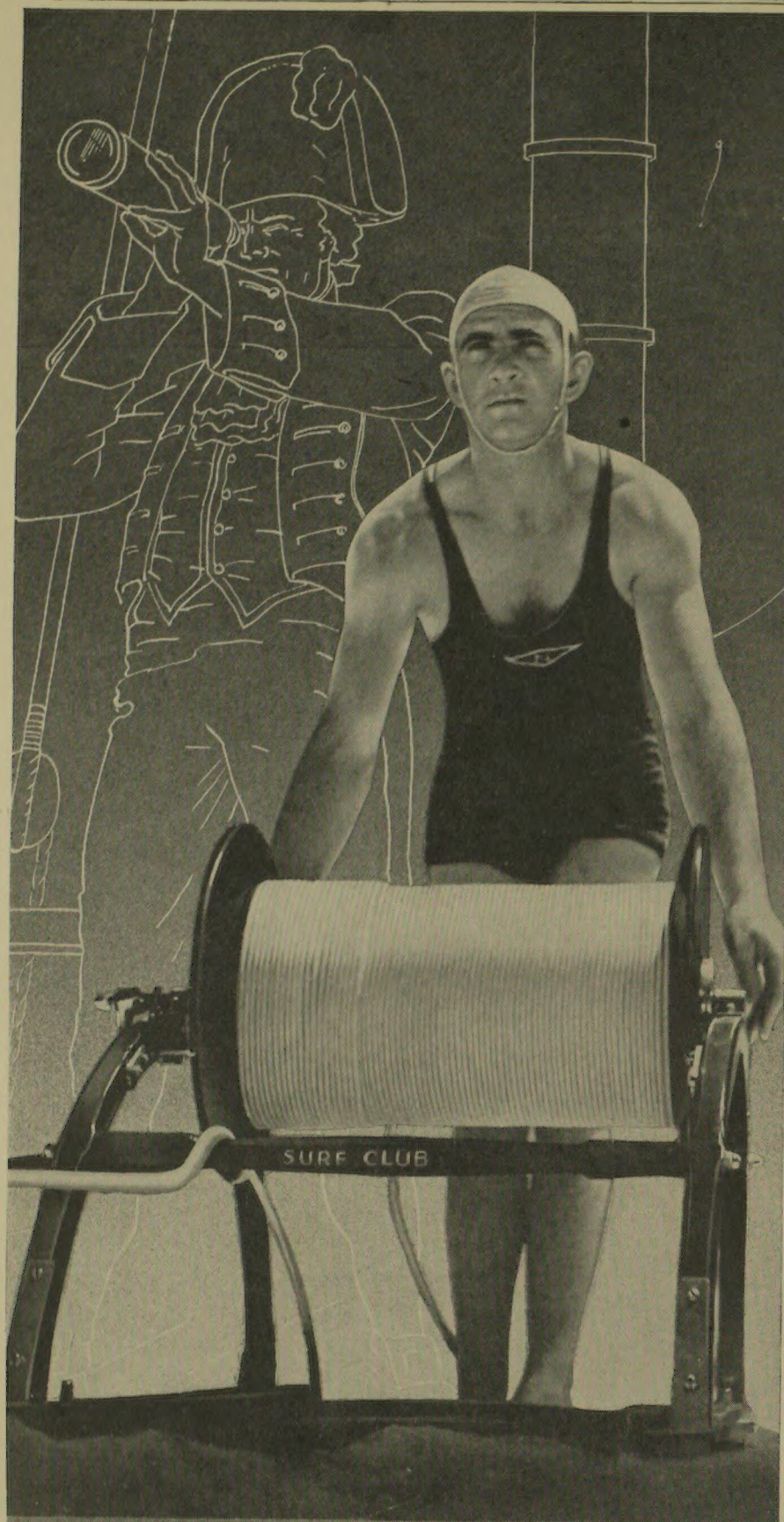
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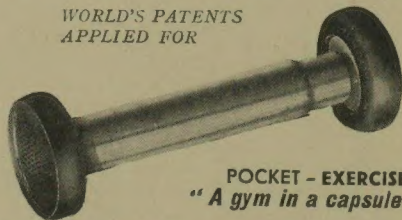
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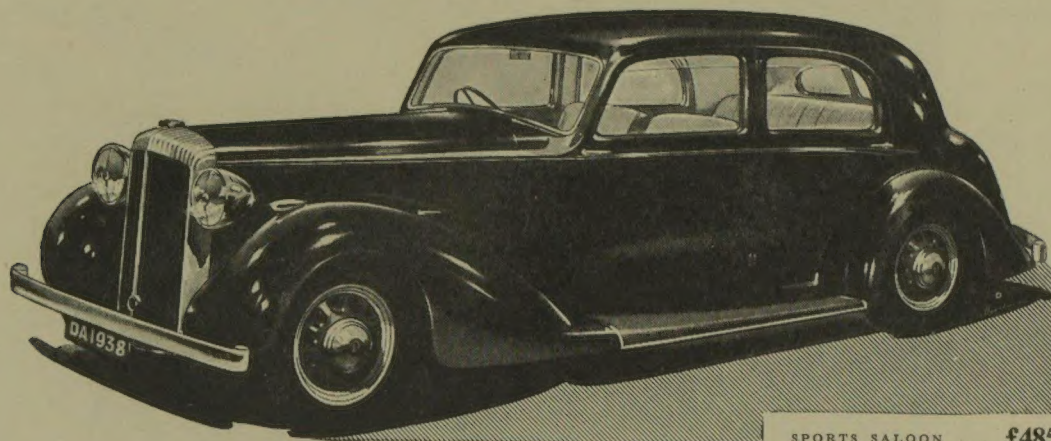
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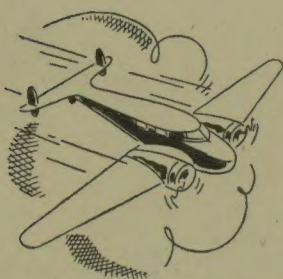
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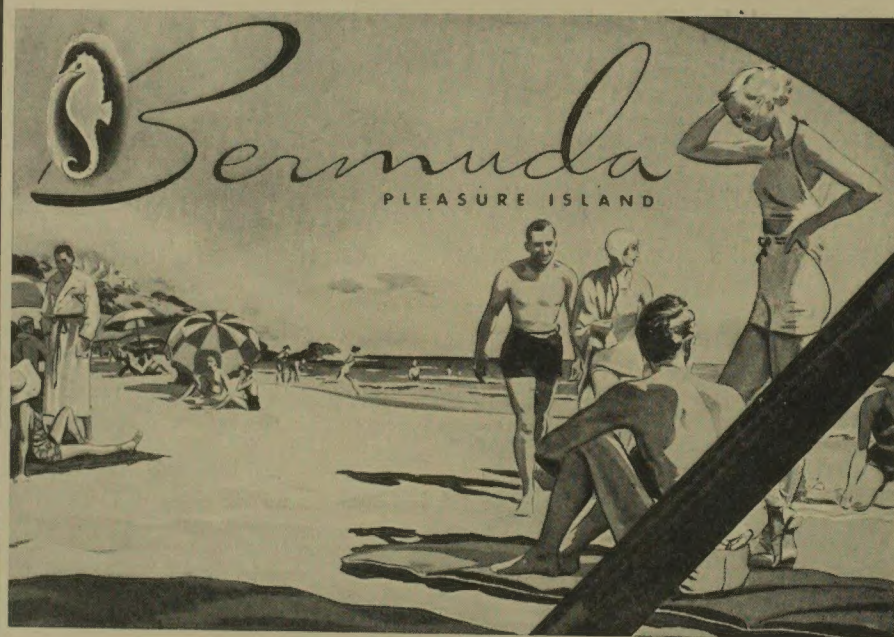
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SATURDAY, NOVEMBER 20, 1937.



LONDON'S ROYAL GUEST: KING LEOPOLD III. OF THE BELGIANS, WHOSE STATE VISIT TO ENGLAND AROUSED GREAT POLITICAL AND SOCIAL INTEREST.

The King of the Belgians, who was thirty-six on November 3, arrived in London on the 16th (as illustrated elsewhere in this number) for the first State visit he has paid anywhere since he succeeded to the throne after the death of his father, King Albert, in a climbing accident on February 17, 1934. This and two other tragedies—the death of his wife, Queen Astrid, and his country's martyrdom in the Great War—have tended to darken King Leopold's outlook on life, but he has faced his

responsibilities with courage and resolution. Recently he has had to deal with a difficult political crisis at home, and after Belgium had been for three weeks without a Government, he decided to postpone the discussions concerning the formation of a new Cabinet until he could confer on questions of foreign policy with British Ministers. As his father was, he is Colonel-in-Chief of the 5th Royal Inniskilling Dragoon Guards, and he arranged to inspect them at Colchester on November 18.



By ARTHUR BRYANT.

LORD BALDWIN seldom opens his mouth in public without saying something worth hearing, and something, moreover, that ordinary folk as well as public men and partisans are glad to hear. For one who has spent his life in the hurly-burly of professional politics, this may be judged uncommon. Practising politicians often open their mouths in public, but (to take a cynical view of them) it is seldom that anything emerges that adds to the sum total of human knowledge or wisdom. Their speaking is apt to be a kind of mechanical, perfunctory performance, at the best a sort of ritual listened to by the faithful in a bored though dutiful and reverential manner. Most of what these old campaigners of politics say might just as well never have been said at all. A rude and youthful heckler was possibly speaking with wider relevance than he knew when he interrupted the tongue-tied election oration of a friend of mine, who, as instance of the superior freedom of England, had pointed out that he was making a speech that he would never be allowed to deliver under an authoritarian Government. "And it wouldn't matter a tinker's curse to anybody if yer wasn't!" was the disconcerting comment.

But without Lord Baldwin's periodical orations, a great many people would feel spiritually the poorer. His speech at the Guildhall—his first for several months—was no exception. As often happens with him, the core of what he had to say was contained in a literary quotation. "Human kindness," he cited, "is the indispensable element in society. Where that exists, autocracies, aristocracies, oligarchies and democracies may endure, but once it ceases to pervade a civilisation, that civilisation begins to break up." St. Paul put it in another way when he said that, though a man spoke with the tongues of men and angels, if he had not charity he was no more than sounding brass or tinkling cymbal. It is the element of humanity that provides the salt and savour of politics as of every other human activity.

Humanity in politics? Politicians being sentient creatures like other people, one would have thought it easy enough to obtain. Yet it appears to be more difficult to secure than almost any other virtue in the ruling of nations. Clever men in public assemblies are as common as blackberries; they are also to be found, perhaps, in rather smaller numbers at the courts of princes and in the entourage of dictators. But a clever man who is not also a kind man is like a piece of grit in the machinery of state: he does no good, but he is potent to do harm. And unfortunately it often happens that very clever men are not kind.

They are too much absorbed in their intellectual pursuits, too impatient of the activities of other human beings that impinge on those pursuits. And it may perhaps be said that for the development of genuine kindness towards the rank and file of ordinary, stupid mankind, clever men are frequently too successful. Kindness is not wrung out of human nature without suffering and failure. It grows best in the dark night. Blake was in the right of it when he penned his great and unexpected outburst at the end of "William Bond," in his "Ideas of Good and Evil"—

I thought Love lived in the hot sunshine,
But oh he lives in the moony light!
I thought to find Love in the heat of day,
But sweet Love is the comforter of night.

Seek Love in the pity of others' woe,
In the gentle relief of another's care,
In the darkness of night and the winter's snow,
With the naked and outcast—seek Love there.

All statesmen, administrators and reformers presumably believe that they are advancing the good of mankind by the particular policy they pursue. Where they so frequently fall short is in the ruthlessness of the means they adopt to attain their end. It is not true to say that the end never justifies the means. But I believe that

Communist apostle preaches the doctrine of hatred and its inevitable fruit, cruelty, that I find myself in fundamental disagreement. I do not believe that any good ever came of such methods.

At the moment of writing these lines, I have been listening to the music of the Massed Guards' Bands playing before the Cenotaph on Armistice Day. Some of the pieces selected—among the greatest short passages of melody ever composed—seemed to me to be nothing but a mournful reiteration of one of history's eternal themes: the pain, suffering and desolation which can be caused to ordinary humanity by the unthinking heartlessness of those who direct the affairs of nations. Certainly the occasion which the music

was commemorating was proof of it. "Lord!" wrote John Evelyn, suddenly made conscious of the real significance of politic war by the sight of a poor amputated seaman, "what miseries are mortal men subject to, and what confusion and mischief do the avarice, anger and ambition of Princes cause in the world!" It was a discovery which most of us made, however belatedly, twenty years ago. Yet it seems that there are some in the world to-day who have already forgotten it.

Nor are those who plunge mankind into wars for the sake of personal or national ambition the sole offenders. The idealogues are just as much to blame. They also are cheerfully ready to set poor humble men bleeding and women weeping to vindicate their outraged principles and formulas. They forget that the instrument they would use to right the world according to their own fashion is the suffering of millions. That is why human kindliness, the indispensable element in society, as Lord Baldwin, quoting G. W. Russell, pointed out, is still more indispensable in those who govern. By a happy coincidence, the Prime Minister, speaking for the first time in that capacity at the Lord Mayor's Banquet, took the same theme as his text that his predecessor had used a few days earlier. He put it in the form of a question. "What sort of future are we trying to create for ourselves and for our children? Is it to be better or worse than that which we have inherited? Are we trying to make a world in which the peoples that inhabit it shall be able to live out their lives in peace

of mind and in the enjoyment of a constantly rising standard of all that makes life worth living, of health and comfort, of recreation, and of culture? Or are we preparing for ourselves a future which is to be one perpetual nightmare, filled with the constant dread of the horrors of war, forced to bury ourselves below ground and to spend all our substance upon the weapons of destruction?" "One has only," he said in answer, "to state these two alternatives to be sure that human nature, which is the same all the world over, must reject the nightmare and cling to the only prospect which can give happiness." And concluding with an affirmation of his faith he quoted Pope's noble lines—

In Faith and Hope the world will disagree,
But all mankind's concern is charity:
All must be false that thwart this one great end,
And all of God that bless mankind or mend.

When he sat down, for the second time in a week a politician had said something very well worth saying.



PRINCESS ELIZABETH'S NOTABLE TALENT AS AN ARTIST: A LINO-CUT MADE BY HERSELF FROM HER OWN SPIRITED DRAWING OF A CIRCUS HORSE—HER SURPRISE PRESENT TO QUEEN MARY LAST CHRISTMAS.

In her delightful book about Princess Elizabeth and Princess Margaret, Lady Cynthia Asquith writes: "Each year during November and December they are busily and excitedly engaged in making all the Christmas presents they are to give away. For this purpose they copy out and illuminate poems, and do drawings, paintings and lino-cuts, et cetera. All these preparations for Christmas are made with the utmost secrecy. . . . Their drawing teacher tells me both the Princesses have a very decided talent for drawing and plenty of inventive fancy. . . . Princess Elizabeth would make even quicker progress if the standard she sets herself were not quite so high. She is apt to get a little discouraged by falling short of her own ambition, but she has very original ideas and, for her age, no little power of execution. . . . There is a reproduction [given above] of the lino-cut she made from her own drawing of a circus horse with a dress-circle of spectators, silhouettes of whose hats feature prominently in the design. This was her last surprise Christmas present to her grandmother, Queen Mary."

Reproduced from "The King's Daughters," by Lady Cynthia Asquith. By Courtesy of the Publishers, Messrs. Hutchinson. (See Review on page 912.)

the end can scarcely ever justify the means if it is only to be attained by inflicting suffering on an innocent third party. "If I cannot reform with equity," said Burke, "I will not reform at all." That was the saying of a wise and humane statesman who had the priceless gift of imagination. He knew how to put himself into the position and share the feelings of those on whom the burden of government was to fall. Not all reformers are so tender of mankind. What are we to think, for instance, of the rigid Communist precisians who blandly advocate the blood-bath of hundreds of thousands and even millions of their fellow creatures as the necessary step of evolution towards the form of society they advocate? I have no quarrel with Communism as such, and am ready to agree that there is something to be said for—though also, I think, much against—a system of life in which all men share the same goods and amenities instead of competing for them. But it is when the

THE KING'S FIRST ARMISTICE DAY AS MONARCH: AT THE CENOTAPH.



KING GEORGE VI. PLACING HIS WREATH AT THE CENOTAPH; A GENERAL VIEW OF THE ARMISTICE DAY CEREMONY, SHOWING THE DUKES OF GLOUCESTER (IN KHAKE) AND KENT (IN NAVAL UNIFORM) IN FRONT ON THE RIGHT, THE ROYAL LADIES ON A HOME OFFICE BALCONY, AND THE CABINET BELOW.



THEIR MAJESTIES ATTENDING THE BRITISH LEGION'S ANNUAL FESTIVAL OF REMEMBRANCE AT THE ALBERT HALL ON THE EVENING OF ARMISTICE DAY: THE KING SEATED IN THE ROYAL BOX BETWEEN THE QUEEN (LEFT) AND QUEEN MARY, JUST ABOVE THE ROYAL ARMS DRAPED OVER THE BALCONY.

For the first time in his reign, the King was the central figure in the Cenotaph ceremony on Armistice Day. Wearing Field-Marshal's service dress, his Majesty came out from the Home Office, followed by the Dukes of Gloucester and Kent, and placed his wreath beside the monument. Just as the Two Minutes Silence began, a disturbance was caused by an escaped lunatic, who broke through the lines of bluejackets and ran forward shouting, but he was quickly seized and removed by police. Neither the King nor his brothers looked round. A brief service was led by the Bishop of London, seen at a lectern to right of the

Cenotaph. After the usual ceremony concluded, the King, with his brothers, walked up Whitehall to the new statue of Earl Haig (illustrated on page 881) and placed a wreath there. In the upper photograph above, the Queen and Queen Mary are among the group outside the fourth window from right on the second floor of the Home Office. In the front line of Ministers and others standing to right of the Cenotaph, the first seven (from right) are the Premier, Mr. Chamberlain (holding a wreath), Mr. Attlee, Lord Hailsham, Captain Fitzroy (the Speaker), Sir John Simon, Lord Halifax, and Sir Samuel Hoare.

THE MUCH-DISCUSSED HAIG EQUESTRIAN STATUE COMPARED WITH OTHERS.

PHOTOGRAPH BY ARTHUR NEUSTADT, F.R.P.S.



THE CELEBRATED STATUE OF BARTOLOMEO COLLEONI AT VENICE, MODELLED BY VERROCCHIO, IN 1481, AND CAST IN BRONZE AFTER HIS DEATH BY LEOPARDI, WHO DESIGNED THE MARBLE PEDESTAL—THE MONUMENT DESCRIBED BY RUSKIN AS THE MOST GLORIOUS WORK OF SCULPTURE IN THE WORLD.

The famous statue of the Venetian condottiere, Bartolomeo Colleoni (1400-1475), was begun in 1481 by the Florentine sculptor Andrea Verrocchio, teacher of Leonardo da Vinci (thought by some to have had a hand in it), and was completed by Alessandro Leopardi in 1493. It is considered the finest equestrian statue in the world, with Donatello's "General Gattamelata" a good second. We illustrate the "Colleoni" here as providing means for a comparative estimate of Mr. A. F. Hardiman's much-discussed statue of Earl Haig, shown opposite, with three other

British equestrian statues, also for comparison. Mr. Hardiman's work, which, as noted in our last issue, had twice been altered in deference to criticism before its eventual unveiling by the Duke of Gloucester on November 10, continues to provoke controversy. While the dignified treatment of the Field-Marshal's head is praised, objection is made to the horse's "unnatural" stance, and inconsistency between the static front part and the suggestion of movement in the hind legs. On the other hand, "The Times" art critic considers the whole work a successful

[Continued opposite.]



MR. A. F. HARDIMAN'S MUCH-CRITICISED STATUE OF EARL HAIG IN WHITEHALL: A VIEW THAT SHOWS THE KING PLACING HIS WREATH BESIDE IT ON ARMISTICE DAY—THE DAY AFTER THE DUKE OF GLOUCESTER HAD UNVEILED IT—AND AFFORDS COMPARISON WITH OTHER EQUESTRIAN STATUES HERE ILLUSTRATED.



FOR COMPARISON WITH THE "HAIG": THE EQUESTRIAN STATUE OF CHARLES I., BY HUBERT LE SUEUR, AT CHARING CROSS, ERECTED IN 1675.

Continued.]

compromise between realism and monumental stylisation. As to the horse's stance, he adds: "Hunting people have found fault with the action of the two finest equestrian statues in Italy. The Haig statue may not compare with the Charles I. at Charing Cross or the magnificent William III., by Rysbrach . . . but, with the



FOR COMPARISON WITH THE HAIG MEMORIAL (ILLUSTRATED ABOVE): THE EQUESTRIAN STATUE OF KING WILLIAM III., BY RYSBRACH, AT BRISTOL.



FOR COMPARISON WITH THE "HAIG": THE STATUE OF KING GEORGE III., BY M. C. WYATT (1836), AT THE CORNER OF COCKSPUR STREET.

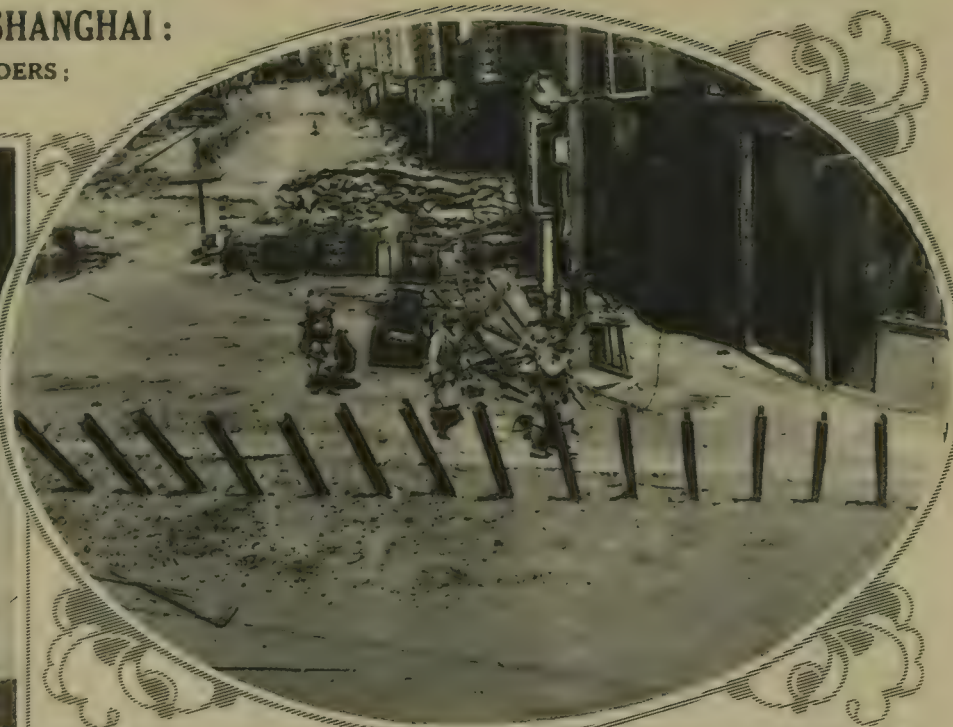
possible exception of the George III. in Cockspur Street, it easily excels any other equestrian statue in London." The present Earl Haig has praised the statue of his father for its very vivid impression of strength and calm. "Whatever the technical faults of the horse," he said, "it is at the rider that one looks."

A CONCRETE BUILDING WITHSTANDS BOMBS AT SHANGHAI:

THE NORTH STATION AS A TARGET FOR JAPANESE RAIDERS;
AND OTHER CHINESE DEFENCES.



THE JAPANESE ATTEMPT TO DESTROY THE REINFORCED CONCRETE ADMINISTRATION BUILDINGS AT THE NORTH STATION, SHANGHAI: A DIRECT HIT FROM A HEAVY 1000-KGM. BOMB, WHICH HAD LITTLE EFFECT.



THE GARRISON FORCED TO LEAVE THE ADMINISTRATION BUILDING, ALTHOUGH ITS STRUCTURE WAS NOT BADLY DAMAGED: CHINESE MAKING THEIR WAY TO THE FRONT LINE CARRYING LOADS OF EQUIPMENT.

OUR correspondent, sending us the photographs on this page, gives the following description of how they were taken: "On October 22 the Japanese rang us up to say that they were going to try and knock out the Administration Buildings at the North Station, and that owing to the nature of the buildings they were going to use 1000-kgm. bombs, as shells or small bombs did no good. This building was erected by the Chinese after the 1932 war, and was built six stories high of 4-ft. thick reinforced concrete, and is intended to be bomb-proof. The North Station area has always been one of the main objectives of the Japanese attacks, as it is the extreme right of the Chinese lines and adjoins the Settlement. The Japanese rang us in order that we might be able to take sufficient precautions. I went up to Blockhouse 'B,' which lies about 150 yards away from the buildings and commands an excellent view of them. The force of the explosions from these buildings was so great that it shattered all the glass windows in the blockhouse. After they had dropped

(Continued on right.)



HOW THE ADMINISTRATION BUILDING—OF REINFORCED CONCRETE AND DESIGNED TO BE BOMB-PROOF—RECEIVED ITS WORST DAMAGE: A BOMB FALLING OBLIQUELY AGAINST IT STARTS A FIRE INSIDE.

nineteen bombs, five of which were direct hits, the east wing of the Administration Buildings caught on fire, and all the fittings and furniture were burnt. There was not a great deal of damage done to the buildings. None of the bombs which scored direct hits penetrated more than three floors. The worst damage was caused by the bombs which hit the side of the building obliquely. One of these caused the fires. The Chinese informed us afterwards that their casualties were ten killed and about twenty wounded. All the men killed were lying on the floor which was used as a casualty clearing station. The other casualties occurred when the bombs missed their marks and fell in the other posts outside. The Chinese evacuated the building when it caught fire, and shortly afterwards we could hear grenades and small arms ammunition exploding as the fire reached them. There was one amusing incident when a bomb threw up all the receipts from out of the building. A receipt for 56,000 dollars came floating down and was picked up by a soldier!"



A BOMB BURSTING AT THE CORNER OF PAOSHAN AND BOUNDARY ROAD (NORTH STATION); WITH THE SLIT OF A CHINESE PILL-BOX CONCEALED UNDER A MATTING STRUCTURE (A); AND A TILE-COVERED CHINESE POST (B).



A SHELL LANDS PRACTICALLY IN THE SAME PLACE AS THE BOMB AT THE CORNER OF THE PAOSHAN AND BOUNDARY ROADS, IN THE AREA OF THE NORTH STATION, AND VERY CLOSE TO THE TILE-COVERED CHINESE POST.

**SHANGHAI FIGHTING AT CLOSE QUARTERS:
EFFECTS OF THE BOMBARDMENT OF THE
NORTH STATION; AND CHAPEI ABLAZE.**



THE LIMITED EFFECTS OF THE BOMBING OF THE NORTH STATION ADMINISTRATION BUILDING, ILLUSTRATED ON THE OPPOSITE PAGE: THE SOUTH WALL BREACHED, BUT STILL STANDING.



THE JAPANESE TAKE THE ADMINISTRATION BUILDING: A JAPANESE FLAG FLYING FROM THE WIRELESS MAST, AND CHEERING TROOPS IN FRONT.



THE EAST WALL OF THE ADMINISTRATION BUILDING (FACING THE JAPANESE ADVANCE); THE CONCRETE STRUCTURE WHICH RESISTED 1000-KILOGRAM BOMBS; BUT CAUGHT FIRE.



THE TERRIBLE FATE OF CHAPEI, THE CHINESE DISTRICT ADJOINING THE NORTH STATION, IN THE FINAL JAPANESE OFFENSIVE: THE HUGE FIRES STARTED, IT APPEARS, PRINCIPALLY BY AIR-RAIDS, RAGING AMONG THE CLOSELY PACKED HOUSES.



PROSPEROUS CHAPEI BECOMES AN INFERNO: A NIGHT SCENE, WITH THE HORIZON LIT UP WITH THE GLARE OF BURNING HOUSES; SEEN FROM THE INTERNATIONAL SETTLEMENT.



THE EFFECTS OF THE JAPANESE BOMBARDMENT ON THE INTERIOR OF THE NORTH STATION ADMINISTRATION BUILDING: A ROOM WITH THE WALL BREACHED, BUT WITH CEILING AND FLOORS INTACT.

The photographs on this page fall very closely into sequence to those on the opposite page, enabling readers to get a clear idea of how the Japanese advance was made, at least on one small sector of the Shanghai front. On the opposite page the Chinese posts are shown still resisting the Japanese in their advance along the northern edge of the International Settlement towards Chapei. Those photographs were taken in the early part of October. On October 27 the Japanese

launched a powerful attack on the whole of the Chapei front, and captured the North Station. They had already reached the railway west of the station. These successes compelled the Chinese to withdraw to a position behind the Soochow Creek, finally evacuating the salient towards Kiangwan. For some time the Japanese had been systematically bombing the Chinese back areas, and huge fires were started in Chapei at the time of the offensive.

THE SHANGHAI FIGHTING SEEN AT CLOSE QUARTERS: DRAMA IN A SERIES OF PICTURES.



1. AN INCIDENT DURING THE SKIRMISHING, WHILE THE JAPANESE WERE ATTEMPTING TO WORK THEIR WAY ALONG THE NORTH BOUNDARY OF THE INTERNATIONAL SETTLEMENT AND PAOSHAN: A CHINESE SENTRY SEEN IN THE TOP STOREY OF THE PANTHEON THEATRE.

THE series of graphic photographs reproduced on this page were taken near the North Station, on the fringe of the International Settlement, early in October. This was before the big Chinese withdrawal to the Soochow Creek, which ended their stand at Shanghai. At the time when the photographs were taken, the Chinese still held a pronounced salient towards the Kiangwan race-course to the north of Shanghai, and the Japanese were making attempts to cut off the troops there.

[Continued below.]



2. A JAPANESE PATROL NOTICED THE MAN AND, UNDER THE SHELTER OF A WALL, CONFERRED AS TO WHAT TO DO NEXT.



3. THE CHINESE SENTRY, HAVING SEEN THAT ALL WAS NOT WELL, MOVED TO A LOWER WINDOW ON THE EXTREME CORNER OF THE BUILDING; AND THE SHADOW OF HIS RIFLE WAS VISIBLE.



4. THE JAPANESE THEN MADE UP THEIR MINDS AS TO WHAT TO DO, AND ONE OF THEM TOOK A SHOT AT THE CHINAMAN. THIS MISSED, AND THE CHINAMAN RETALIATED WITH A HAND-GRENADE, WHICH DISABLED THE WHOLE PATROL. THE SHOCK OF THE EXPLOSION SPOILT THE LAST PHOTOGRAPH!

Japanese discovered Chinese holding the Pantheon Theatre. After the Japanese patrol had tried to shoot the Chinese sentry, the Chinaman threw a bomb into the middle of the Japanese which landed five yards from our correspondent, and (in his own words) "made me jump so much that the photo was no good." The bomb was most effective, however, for it blew the legs off one man, killed a second, and wounded a third, thus effectively putting the patrol out of action.



5. CHINESE WOUNDED BEING EVACUATED DURING THE FIGHTING ON THE NORTH OF SHANGHAI: A MAN CARRIED PICK-A-BACK PAST A BRITISH POST.



6. THE TYPE OF CHINESE DEFENCE WORK WHICH HELD UP THE JAPANESE ON THE FRONT NORTH OF SHANGHAI: A BLOCKHOUSE, EFFICIENTLY CONSTRUCTED UNDER THE DIRECTION OF GERMAN ADVISERS, THE SAND-BAGS COVERED WITH MUD, AND THE ROOF TILED OVER IN ORDER TO CONCEAL IT FROM THE AIR.

Apparently they had worked along the edge of the International Settlement almost as far as the North Station, for our correspondent describes their advance along Range Road. The photographs were taken from Blockhouse "A" in sector "B." This blockhouse (which was illustrated on the front page of our issue of November 6) stood at the point of junction of the Chinese and Japanese line with the International Settlement. The first four photographs show an incident which occurred when

[Continued above on right.]

SUN YAT-SEN'S TOMB AT NANKING CAMOUFLAGED:

THE FAMOUS MAUSOLEUM "DISAPPEARS"; AND OTHER
AIR-RAID PRECAUTIONS.



CHINA TURNS HER TEMPLE BELLS INTO AIR-RAID WARNINGS: ONE OF THE MANY TAKEN OUT OF OLD BUDDHIST TEMPLES AT NANKING AND HUNG IN THE STREETS FOR USE WHEN JAPANESE BOMBERS THREATEN.



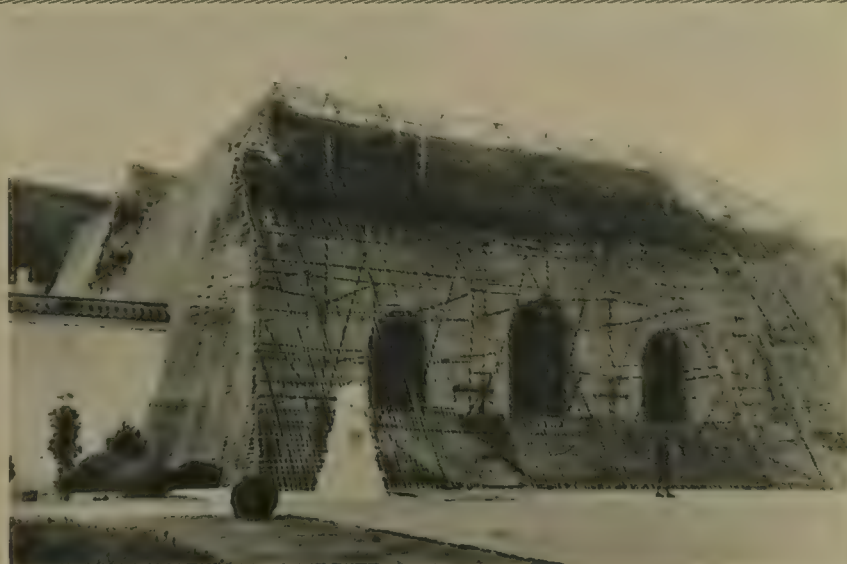
A ROUGHLY CONSTRUCTED AIR-RAID SHELTER—ONE OF 10,000 SUCH DUG-OUTS—BUILT IN FRONT OF A MODERN-STYLE CHINESE HOUSE: A TYPICAL SCENE IN NANKING TO-DAY.



THE FAMOUS MAUSOLEUM OF SUN YAT-SEN UNDER CAMOUFLAGE, AND THE WHITE CONCRETE APPROACH AND ITS BALUSTRADE COVERED WITH DAZZLE PAINTING TO PREVENT JAPANESE PILOTS USING THESE OTHERWISE PROMINENT FEATURES AS LANDMARKS: TYPICALLY THOROUGH CHINESE DEFENCE MEASURES AT NANKING.



ONE OF THE MONUMENTS OF THE SUN YAT-SEN MEMORIAL GROUP WITH ITS CHARACTERISTIC SHAPE VEILED BY BAMBOO LATTICE WORK: A MODERN IDEA IN ANTI-AERIAL CAMOUFLAGE AT NANKING.



CAMOUFLAGE AND THE SUN YAT-SEN MEMORIAL: THE FAMOUS MAUSOLEUM ON THE PURPLE MOUNTAIN OUTSIDE NANKING, UNDER BAMBOO TRELLIS WORK, ELIMINATING TELL-TALE COLOURS AND SHADOWS.

When the war started in North China, the population of Nanking numbered over a million. To-day less than a third remains. The others have moved to provincial towns in which there is less danger of air-raids and food shortage. Many shops and cinemas are closed, and the proportion of women still there is very small. Some 10,000 dug-outs have been constructed for the protection of the people in the city. These range from the Soviet Embassy's magnificent shelter, complete with electric light, heating, library and bar, down to innumerable "funk-holes" on the pavements, where policemen seek cover when the bombs come too near. Special precautions have been taken to conceal the famous

mausoleum of Sun Yat-sen, which was constructed about ten years ago on the Purple Mountain, just outside Nanking. The construction of this grandiose memorial was one of the first tasks undertaken when the Chinese Government moved to Nanking from Peking. Nothing has been spared to make it more magnificent than the tomb of any Emperor. A great granite stairway leads up to the terrace and Memorial Hall, behind which is the tomb-chamber itself. Great monoliths of granite carved with ancient symbols recall the monuments of the antique world. This tomb is the centre of the cult-of reverence for Sun Yat-sen and his ideals, deliberately fostered against the old Confucian ethic.

SHIPS—THEIR ORIGIN AND DEVELOPMENT.

IV.—HOW MODELS AND TANK TESTS HELP THE DESIGNER.

By PROFESSOR G. I. TAYLOR, M.A., F.R.S., M.R.I., Yarrow Research Professor of the Royal Society.
(See Illustrations on the opposite page.)

We here continue our publication of the series of lectures on Ships, given at the Royal Institution by Professor G. I. Taylor. The lectures given in previous issues dealt with the laws that govern a ship's being, ancient ships and shipbuilders, and the advance of yacht-designing. Here Professor Taylor explains the principles of the testing of ships' hulls by means of models in tanks—a procedure which has proved of untold benefit to the ship-designer in recent years.

THE possibility of using models to find the resistance which a full-scale ship will experience in the water depends on the fact that if two similar boats are made, one of which is, say, nine times as large as the other, they will generate exactly similar systems of waves, provided that the larger one moves three times as fast as the smaller one through the water. Thus the waves produced by a 30-inch ($\frac{1}{4}$ th-scale) model of a 22½-ft. yacht will be exactly similar, but on a smaller scale, to those produced by the yacht, provided the speed of the model is a third that of the yacht. For example, the maximum speed of a 22½-ft. yacht is usually about six knots. The maximum speed of a 30-inch model yacht is usually about two knots—i.e., 2½ miles per hour. The wave-systems of this model and this full-scale yacht at maximum speed are similar.

This law of similarity between similar wave-systems of different sizes was illustrated at the Royal Institution lectures by making waves in a glass-walled tank 12 ft. long. A hinged paddle was moved backwards and forwards by a crank (Fig. 1, on the opposite page) driven by a motor. It was first made to oscillate 95 times per minute. The waves produced were 2 ft. long. They travelled down the tank and finally broke on a sloping piece of metal inserted to represent a shelving beach. When the paddle was made to oscillate 190 times per minute the waves produced were only 6 inches long. The small waves were one quarter the length of the large ones, but had only twice the frequency. If they had been travelling at the same speed as the large ones, four times as many waves would have fallen per minute on the beach at the end of the tank—that is to say, the frequency of the short waves would have been four times that of the long ones. But, since the frequency of the short waves was only twice that of the long ones, we must conclude that the long waves were travelling twice as fast as the short ones. This verifies the law of similarity that the speeds must be proportional to the square roots of the lengths.

When the speeds of two similar ships of different sizes are in the correct ratio for producing similar wave-systems, their resistances are in the ratio of the cubes of their lengths—i.e., the resistance of each is the same fraction of its total weight. As an example of this law we may imagine that the 22½-ft. yacht above referred to was towed at six knots by a pull of 100 lbs. The $\frac{1}{4}$ th-scale model would therefore move at $\frac{1}{3}$ of six—i.e., two knots, if towed by a force of $\frac{100}{9 \times 9}$ lb.—i.e., two ounces.

If experiments were made with the 30-in. model, and it was found that it would go at two knots when towed by a force of two ounces, one would be able to predict that the full scale 22½-ft. yacht would require a force of 100 lbs. on a tow-rope in order to pull it along at six knots. This example shows how it is possible to predict the resistance of a full-scale ship by making experiments with a small model at the corresponding speed, at which a similar wave-system is produced.

To find the resistance of a full-scale ship over a range of speeds, one must tow an exact model over the corresponding range of speeds. A very simple way of doing this is to tow the model in a pond by means of a thin cord passing over a light pulley, which is tied to the end of a fishing-rod (Fig. 5). If the fishing-rod is held still, the weight will fall into the water, pulling the model along, but if the experimenter walks along the edge of the pond, moving his fishing-rod at such a pace that the weight is kept hanging just above the water, neither falling into it nor being pulled up into the pulley, the resistance is kept constant. The speed will therefore automatically keep constant, so that by timing the passage of the model past marks at a measured distance apart, the speed can be measured.

When the results of a series of measurements of this kind are plotted in a curve (Fig. 4), showing how the speed varies with the towing weight, it is found that the curve is rather wavy. This waviness is not due to errors in making the experiment; it is due to a true variation in resistance depending on the positions of the crests of the waves produced by the boat. At the Royal Institution lectures boats were towed through the glass-walled tank at various speeds (Fig. 2) by hanging weights on to one end of a thin cord which, after passing over some pulleys, was attached at the other end to a boat. With a small weight short waves were produced, but as the weight was increased and the speed consequently increased, the waves lengthened till, with 30 grammes, there were two wave-crests

or hydroplane. To make accurate measurements of the resistance of models, it is necessary to use a long tank over which a carriage runs, which can be moved at any desired constant speed. The resistance of the model is measured by balances fixed in the carriage.

The models which are used for these experiments are made of paraffin-wax cast in a clay mould (Fig. 6). After casting roughly to shape, the models have to be cut to the correct form. For this purpose a set of lines or horizontal sections are supplied by the designer. These lines are put on a table attached to a cutting machine, in which the roughly-cast model is placed. This machine is so arranged that when a tracing-point is made to pass over the lines, the cutter cuts the same line on the wax. When all the lines have been cut the model has a stepped appearance. The next process is to cut off the steps, smoothing off the surface till the inner edges of the steps only just show on the wax.

If only the resistance is to be measured the model must be floated on the tank and ballasted to the designed depth. In general, however, it is desired to find the resistance with a scale model of the screw running at the correct corresponding speed. For this purpose a motor is fitted to drive the model screw and an apparatus is fitted for recording the torque or twisting moment between the motor and the screw, and also the thrust of the screw (Fig. 7). The ship is run at various speeds and with a range of speeds of the screw.

Some of the larger shipbuilding firms have private tanks where experiments of this kind are made, but the greater part of the tank work in this country is done at the National Physical Laboratory at Teddington. Frequently alterations to a proposed design are suggested as a result of tank experiments, which lead to a reduced resistance and consequently reduced horse-power for the designed speed. Large economies in running costs are sometimes effected in this way.

As an example, the case may be cited of a certain ship which was designed to run at 19 knots (Fig. 9). After testing the model made to the original plans, in the tank at the National Physical Laboratory, it was found that 9650 horse-power would be necessary to drive the ship at 19 knots. The design was then altered in an attempt to reduce resistance. After testing the altered model, it was found that only 8700 horse-power would be necessary to drive the ship at 19 knots, if it were built in accordance with the modified design. The saving in the coal bill which this reduction made possible was estimated at £3220 per annum.

The use of tanks is not confined to predicting the resistance of ships in smooth water. Waves can be made in them in the manner already described and models can be towed through them. In this way it is possible to study the behaviour of ships at sea by means of models. At the Royal Institution lectures, the effect on a ship's sea-going qualities of different methods of stowing ballast was illustrated. A model of an open barge was ballasted with two lead weights, which were placed close together in the middle of the boat (Fig. 8).

On pulling this model through the glass tank, so that it was going into 2-ft. waves, it was found that the barge could rise easily to each wave, and that it went the full length of the

tank without taking water over the bows.

The ballast was then moved into the bow and stern of the model barge without altering her trim (i.e., the position of the centre of gravity of barge and ballast was unaltered). The model was again pulled through the 2-ft. waves, but it could not now rise to them. It took in water at the bow, and sank before it had gone half the length of the tank. This illustrates the fact, well known to yachtsmen, that if you stow your ballast at the ends of a yacht, it will make her a bad sea-boat.



TANK TESTS OF WAX MODELS TO AID BRITISH SHIP-DESIGNERS IN FINDING SATISFACTORY HULL FORMS: SMOOTHING OFF THE ROUGH CAST OF A WAX MODEL HULL AT THE NATIONAL PHYSICAL LABORATORY, TEDDINGTON.



WAX-MODEL TESTS FOR THE "QUEEN MARY'S" SISTER SHIP: THE MODEL OF THE GREAT NEW CUNARDER IN THE TESTING TANK AT MESSRS. JOHN BROWN'S YARD, CLYDEBANK.

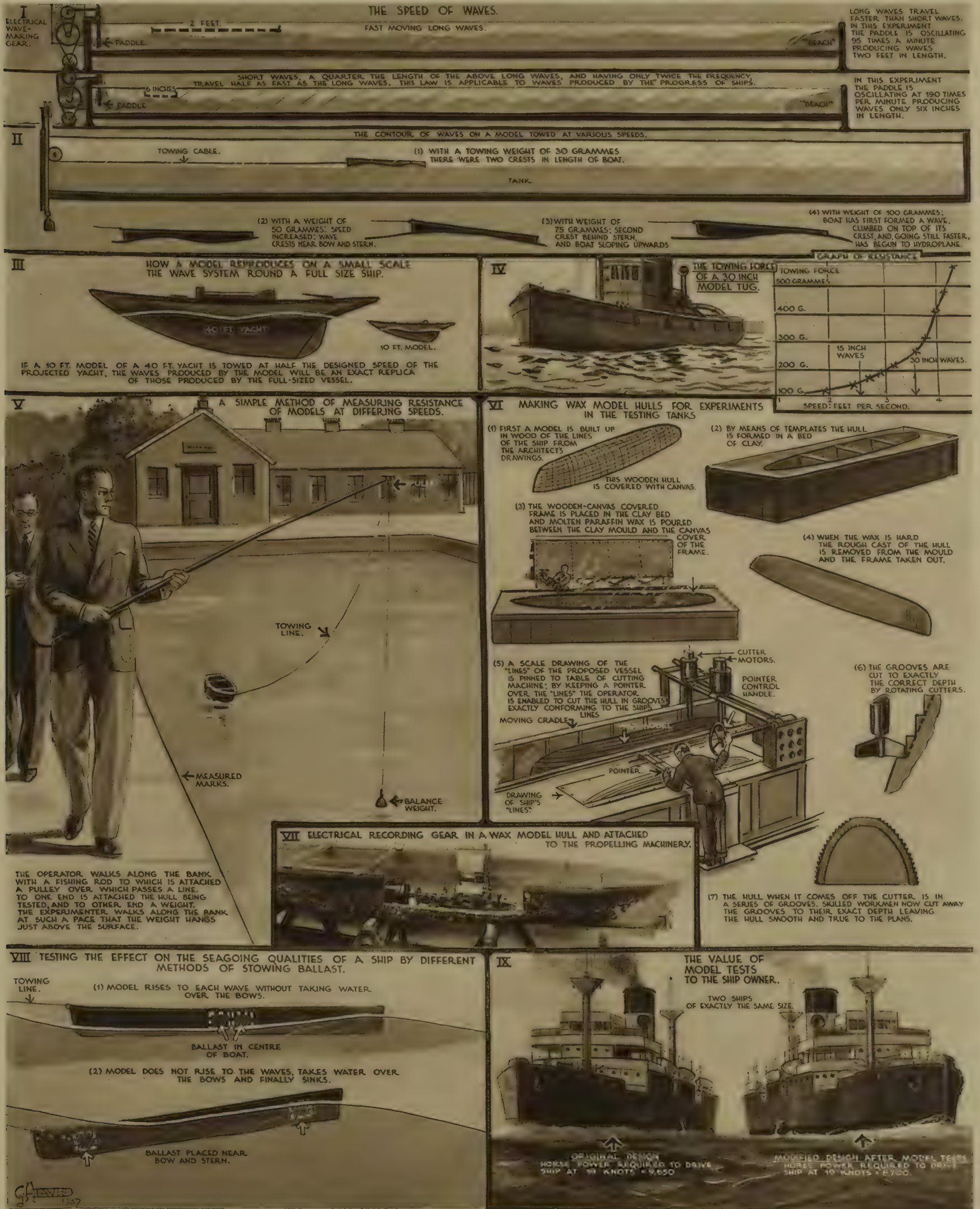
It was recently announced that the Cunard White Star Line would celebrate their centenary year (1940) by bringing out the "Queen Mary's" sister ship. The underwater body of the ship is to be similar in dimensions to the "Queen Mary," which had proved her ability to do all that was required of her. It is interesting to note that before the final design of the "Queen Mary" was decided upon, there were some seven thousand model tests.

in the length, the crests being close to the bow and forward of the stern. With 50 grammes there were two waves with crests at the bow and stern. With 75 grammes the second crest had got behind the stern, and the boat was sloping upwards as it lay mostly on the back of the first wave.

When 100 grammes were hung on to the cord, the boat first formed a wave and then climbed on top of its crest and went much faster. It was beginning to hydroplane. It is always found that when a model ship is dragged very hard through water it will either dive below the surface

SHIPS: HOW DESIGNERS HAVE WON NEW KNOWLEDGE BY USING SHIP MODELS.

DRAWN BY G. H. DAVIS FROM MATERIAL SUPPLIED BY PROFESSOR G. I. TAYLOR. (SEE ARTICLE ON OPPOSITE PAGE.)



IV.—"SHIPS": THE MAKING OF MODELS FOR SCIENTIFIC TANK TESTS; AND HOW THEY ARE EMPLOYED.

It is only comparatively recently that the factors which govern the amount of resistance offered to the passage of a ship's hull through water have come to be understood; though, as pointed out under our illustration to Professor Taylor's second lecture, it seems that the Viking shipbuilders had a good idea of how to construct "streamlined" hulls—doubtless entirely by rule of thumb methods. The advance of scientific knowledge in this sphere has owed much to tank experiments with model ships. A striking example of the value of such experiments was given to the world by the success of the "America's" Cup defender, "Ranger,"

which was attributed by many experts to the efficiency of her hull design, achieved as the result of a long series of tank experiments. The whole matter was fully illustrated by us in our issue of August 14. Professor K. S. M. Davidson and Mr. Olin Stephens and others have been carrying out these special tests on yacht designs for several years, in America, using a specially constructed tank. Experts who champion the value of such tests point out that practically every seagoing ship is now tank-tested before the final design is decided upon. It is now learned that two "twelve meter" yachts are to be built in America from tank models.

BOOKS OF THE DAY.

MANY a tale has been told about the ancient capital of the Caliphs, since that romancing Persian princess beguiled a disillusioned Sultan to delay his vengeful intent for a thousand and one nights, incidentally originating the serial story system, whereby the reader (or listener) is left impatient for the next instalment. Many a modern traveller, too, has recounted experiences of various kinds, enabling us to compare the actualities of the present with the poet's imaginative vision of the past, telling how, inspired in boyhood by "The Arabian Nights"

Adown the Tigris I was borne
By Bagdat's shrines of fretted gold.

Among travel books on the Near East I can remember none of the lighter sort with a more amusing and distinctive touch than "BAGHDAD SKETCHES." By Freya Stark. With 57 Photographs by the author; 10 Drawings by E. N. Prescott; and an illustrated Map by H. W. Hawes (Murray; 12s. 6d.). As a traveller, Miss Stark has a high reputation. In 1930 she went alone, and at considerable risk, through the Valley of the Assassins in Persia, obtaining data for mapping the district, and this journey (described in her book bearing the name of the valley) won her the Royal Asiatic Society's Burton Medal, the first awarded to a woman. Later she was in Luristan, deciphering the famous bronzes, which have, from time to time, been illustrated in our pages. She published a previous collection of "Baghdad Sketches" a few years ago. Miss Stark has in the past contributed a number of interesting articles to *The Illustrated London News*, and one chapter from her present volume appeared in our issue of Oct. 9 last. It describes her visit, in Moslem disguise to the Holy City of Kadhmain, in Iraq. Her photographs of places and people are extraordinarily good, but I do not quite see the advantage of omitting titles beneath them, so that the reader must turn back to the list of illustrations every time.

Miss Stark's literary style is very refreshing to a jaded palate. Deceptively simple, with its brief and apparently casual sentences, it has the charm that springs from abundant humour and a complete mastery of subject. Descriptive passages are marked by a restrained felicity. Her lighter vein is well typified in the account of

can be neither peace nor love between us from the Mediterranean to India. And this I hope you will tell your Government, and tell them that what they are playing with is not the little land of Palestine, but the whole world of Islam, which is half their empire."

In another matter of some importance, from an imperial point of view, Miss Stark becomes a strong critic of her own sex. One day, when two Arab visitors were with her, a certain "Mrs. X" came to call. "If she had made one humanly friendly remark even about the weather . . . she and I and the British in general would not have made an extra enemy that day. What she did was to look straight before her as if the gentlemen on either hand had become suddenly invisible and disembodied. . . . After a decent interval of conversation like an Arctic Ocean, with remarks like icebergs floating about, few and far between—Mrs. X took her leave. She was quite unaware of having awakened hatred in the heart of a peaceful



"LE SANGLIER"—BY DEGAS (1834-1917): ONE OF THE VERY FEW LANDSCAPES PAINTED BY THAT ARTIST. FROM THE COLLECTION OF THE ARTIST'S BROTHER, RENE DEGAS. (Oil on Canvas, 22 by 29 in.)



"CAVALIERS SUR UNE ROUTE"—BY DEGAS. (Oil on Wood, 18 by 23 in.)

The Degas Exhibition at the Adams Gallery, which is open until December 4, contains thirty-six drawings, oil-paintings and works in pastel by this artist, of whom Mr. Sickert says "a rollicking and bear-like sense of fun was his perpetual characteristic."

her domestic arrangements in Baghdad, of her "daily help," Marie the Armenian, and of her first abode, a house so small that she had to decline the proffered services of a handsome Kurd because "his head reached the second story as he stood inside my front door." In the matter of sanitation, Baghdad remains triumphantly Eastern. "The Sumerians," she writes, "used to bury their relatives under the dining-room floor . . . a thing which is no longer done. My little court as time wore on seemed to smell more and more like a Sumerian ancestor."

Despite her allusion to the Sumerians, Miss Stark confesses to being no archaeologist. "I like ruins," she says, "merely as places to sit about and think in." At Samarra, for instance, she deprecates the demolition of the city walls to restore ancient bricks to the foundations of the mosque, whence they were removed in the Middle Ages. She is more interested in the Moslem peoples of to-day, and quotes with approval the words of a religious Shaikh at Nejj. "He had known Gertrude Bell and Sir Percy Cox," she writes, "and considered all were lesser people who came after: and, speaking of what now occupies the Eastern world, told me his opinion on Britain and Islam. 'There is nothing now but friendship,' he said, 'between us and the English, if it were not for the wrongs of our Arab brothers in Palestine: and, while those last, there

citizen." Commenting on this occurrence, Miss Stark says: "Many English women spend the best part of their lives in the East; they have opportunities to know and influence people of all kinds. They are, as it were, a two-edged instrument in the hands of Empire. . . . A dreadful conclusion is forced on one as one travels. The British appear to be popular wherever they go until they come to settle with their wives." On the other hand, it might be said that British women of the less conventional type are popular as travellers, with or without the encumbrance of a husband. Many adventurous women have known how to be on friendly terms with Eastern people. Several, including Gertrude Bell, Rosita Forbes, and Lady Anne Blunt (granddaughter of Byron, wife of Wilfrid Scawen Blunt, and author of "A Pilgrimage to Nejd"), find mention in a noteworthy historical study, "THE UNVEILING OF ARABIA." The Story of Arabian Travel and Discovery. By R. H. Kiernan. With numerous Illustrations and Maps (Harrap; 12s. 6d.). I am glad to find in this book support for my opinion of Miss Stark's work. Referring to her journey to Shabwa, Mr. Kiernan says: "This age-old city Freya Stark, an explorer with a former Persian city to her credit, resolved to visit in 1935. Starting from Mokalla, her way led east to the Wadi Himam, then across the stony plateau, or Jol, to Khuraiba, in Wadi Duwan, Sif, Hajarein, Meshed, Hureida, Katan, Shibam, Seyun and Terim. Illness prevented the western journey, and she was flown back to the coast by a Royal Air Force aeroplane. *The Southern Gates of Arabia*, in which she told her experiences, showed the Hadhramaut with a beauty and aptness of description achieved by no other traveller. . . . Her photographs, intimate and exquisitely balanced, were the perfect complement to the wider aspects of the district recorded by the airmen. Freya Stark's, van der Meulen's and those of the Royal Air Force are the most striking photographs yet taken in Arabia."

Mr. Kiernan traces the story of Arabian travel from antiquity down to modern times, ending with the

achievements of Philby and

Bertram Thomas. Naturally, he has much to tell of such famous men as Burckhardt, Burton (a portrait of whom by Lord Leighton is among the illustrations), Charles Doughty and T. E. Lawrence. Unfamiliar, probably, to many readers will be the story of a seventeenth-century precursor of Burton, as a visitor to Mecca, though an unwilling one. "Joseph Pitts of Exeter," we read, "was the first known Englishman to visit the Haramain, the holy territory of Arabia, forbidden to Christians, and the first to describe the holy cities of Mecca and Medina. At fifteen or sixteen years of age, in 1678, he was captured at sea by a pirate out of Algiers, and was bought by a captain of cavalry who determined 'to proselyte [sic] a Christian slave,' as atonement for a former career of murder and vice. When verbal suasion failed, the boy's bare feet were bastinadoed. . . . At last Pitts gave way and accepted Islam, but he still ate pork in private, and hated the whole body of Mohammedans. . . . For many years he remained a slave, learned Arabic and Turkish, and acquired a considerable knowledge of Moslem beliefs and practices. When his master made the pilgrimage to Mecca and Medina, Pitts accompanied him."

In this connection may be mentioned two recent additions to the series of Great Explorations, edited by Mr. Hugh J. Schonfield, namely, "A PILGRIMAGE TO MECCA, AND MEDINAH." By Sir Richard Burton; and "TRAVELS IN TARTARY AND THIBET." By Abbé Huc. Translated by W. Hazlitt. (Herbert Joseph; 5s. each). These little books are, of course, abridgements, but they serve admirably the requirements of the modern reader who has not the time or opportunity to study the original works. Regarding the first of these books, an editorial note recalls some interesting points. "Sir Richard Burton, then Lieutenant Burton of the 18th Regiment, Bombay Native Infantry, was not the first European to penetrate into the Holy Cities of Islam. . . . He was, however, more successful than any of his predecessors, and was certainly the first non-Moslem to accomplish the Pilgrimage without his disguise being penetrated. . . . It was a hazardous adventure; but the author's peculiar qualifications enabled him to carry it out triumphantly."



"MUSICIENS À L'ORCHESTRE"—BY DEGAS: A PORTRAIT OF M. DESIRE DIHAU, THE FAMOUS BASSONIST OF THE FRENCH OPERA IN THE 'SEVENTIES. (Signed. Oil on Canvas, 19 by 23 in.)

Reproductions by Courtesy of The Adams Gallery, 2, Pall Mall Place, King Street, S.W.1.

The same epithet used to describe Burton's exploit as an "infidel" is applied, curiously enough, to that of a true believer in "TRIUMPHANT PILGRIMAGE." An English Muslim's Journey from Sarawak to Mecca. By Owen Rutter. With 2 Portraits (Harrap: 10s. 6d.). Here we have something far different from the ordinary travel book—the record of a remarkable journey undertaken, not from love of adventure or for extension of knowledge, but from motives of religious conviction and philanthropic idealism. Mr. Rutter here tells the story of a young District Officer in Borneo, named David Chale, who, feeling that the Malays needed leadership, resigned his post, became a stockbroker in London, and in five years made enough money to fulfil his purpose. Returning to the East, he declared his conversion to Islam and married a Malay girl, with whom he made the pilgrimage to Mecca. "They're so suspicious of Europeans in Arabia," he explained to the author, "that it was the only way of convincing them that I was in earnest." The publisher's note states: "Before embarking at Jeddah, he went to see the great English explorer, St. John Philby, who is also a Muslim." The frontispiece portrait of David Chale, by the way, is not unlike those of Lawrence in his Arab head-dress. [Continued on page 912.]

EGYPT ARMED IN BRITISH FASHION: DESERT TANK EXERCISES; SIX-INCH HOWITZERS.



MILITARY MECHANISATION IN EGYPT, WHERE THE ARMY IS BEING REORGANISED WITH THE AID OF A BRITISH MILITARY MISSION'S ADVICE: LIGHT AND MEDIUM TANKS LINED UP FOR INSPECTION.



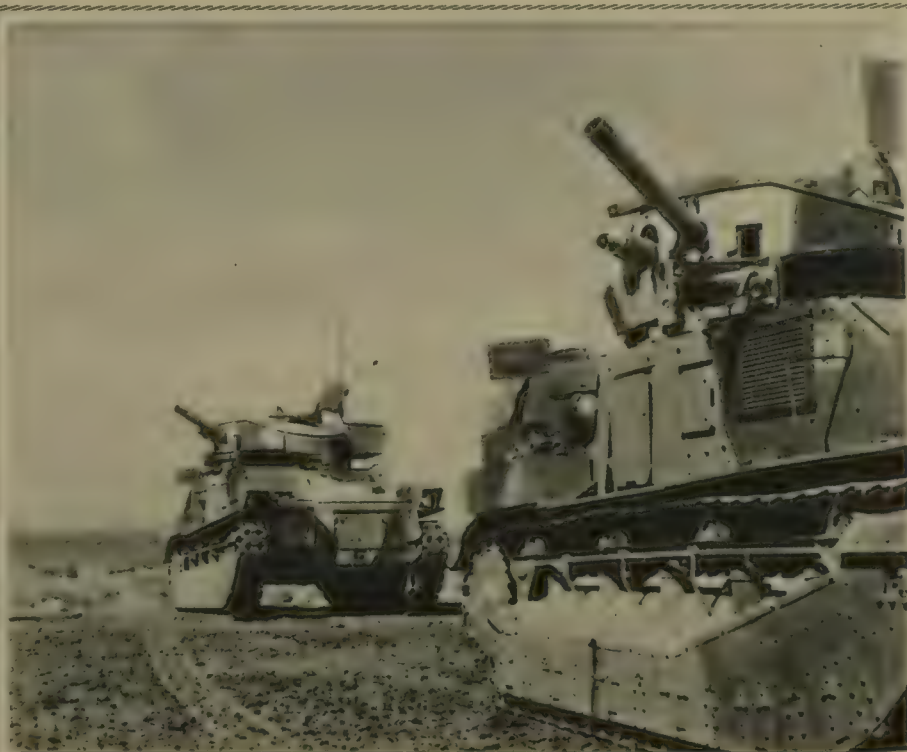
TANK EXERCISES IN EGYPT: BRITISH LIGHT TANKS LINED UP FOR INSPECTION; ON THE RIGHT, A MAN EQUIPPED WITH A REVOLVER IN A HOLSTER ON HIS THIGH.



EGYPT'S EXPANSION AND MODERNISATION OF HER ARMY WITH THE AID OF ADVICE FROM A BRITISH MILITARY MISSION: SIX-INCH HOWITZERS RECEIVED FROM ENGLAND; WITH THEIR EGYPTIAN GUNNERS.



EGYPT ARMS HER MEDIUM ARTILLERY WITH BRITISH WEAPONS: A SIX-INCH HOWITZER SEEN FROM THE FRONT (THE BARREL BEING ELEVATED); WITH AN EGYPTIAN GUN-CREW.



TANK EXERCISES IN THE EGYPTIAN DESERT—WHICH AFFORDS MUCH SUITABLE GROUND: BRITISH CLOSE-SUPPORT MACHINES AT TARGET PRACTICE WITH THEIR THREE-POUNDERS.

MAJOR-GEN. MARSHALL CORNWALL and Lieut.-Col. Oxley, the first nucleus of the British Military Mission to the Egyptian Army, took up their posts in Cairo early this year. A large expansion of the Egyptian fighting forces is now taking place. The British Military Mission has recommended the complete mechanisation and reorganisation of one Egyptian division over a period of three years. This recommendation is probably related to the great number of strategical roads which are to be built under the terms of the Anglo-Egyptian Treaty. Qualified observers have also given it as their opinion that much of the Egyptian desert is well suited to action by the right type of tank.

THE QUEST FOR MYSTERIOUS KINGDOMS IN SUMATRA.

PIONEER ARCHÆOLOGICAL DISCOVERIES IN THE ANCIENT REALMS OF PANAI AND ŚRIVIJAYA, WHOSE RULER IN THE EIGHTH CENTURY CONQUERED MALAYA AND CAMBODIA, AND DELIGHTED IN A SILVER-PAVED POOL FILLED WITH BARS OF GOLD.

By DR. F. M. SCHNITGER, Conservator of the Museum of Antiquities at Palembang, and Leader of the Three Expeditions to the Interior of Sumatra for the Dutch East Indian Archaeological Survey. (See Illustrations on the two succeeding pages.)

SINCE 1918, when Professor G. Coedès, Dean of the French School of the Far East, published his amazing discovery that in the seventh century a kingdom of Śriviġaya lay in South Sumatra, an army of famous scholars, including Ferrand, Pelliot, and Blagden, have attempted to reconstruct this mysterious realm from ancient chronicles and travellers' accounts. They succeeded in proving



1. WHERE (ACCORDING TO MALAY BELIEF) GREAT HERDS OF ELEPHANTS GATHER AT EVERY FULL MOON AND KNEEL AROUND THE BUILDING IN HOMAGE TO THEIR DEAD LEADER, BURIED WITHIN: AN ELEVENTH-CENTURY CIRCULAR RED-BRICK TOWER IN THE MYSTERIOUS RUINS OF MUARA TAKUS, LOST IN THE VAST JUNGLES OF CENTRAL SUMATRA.

that Śriviġaya originated about 683, subsequently extended its power over all South Sumatra, conquered the Malay Peninsula, and in the eighth century sent an army to Cambodia, where the king was taken prisoner and beheaded. After that time the kings of Cambodia every morning bowed to the west in prayer, as a tribute to the Maharaja of Śriviġaya. He owned a pool paved with silver and connected with the river by a canal. Every morning an orderly threw in a bar of gold, and at ebb tide, when all these bars of gold appeared glittering in the sun, the monarch looked out from his great audience hall and rejoiced in the sight.

In the ninth and eleventh centuries Śriviġaya had monasteries in Bengal and South India. It was a great, flourishing town with more than a thousand Buddhist monks. Pilgrims from China, who wished to visit the holy land of India, lingered here for a long time in order to learn Sanskrit and to become imbued with the teachings of Buddhism. In 747 the town beheld two famous priests within her walls—Vajrabodhi and Amoghavajra, who brought the magic teaching of the Vajrayana to China. In the thirteenth century Śriviġaya seems to have declined and in 1377 it was conquered by the Javanese.

Although Sumatra thus for a considerable period played an important part in the history of South East Asia, a systematic archæological survey has never been made. In 1935, therefore, I decided to undertake archæological exploration on a large scale. This necessitated the sending of three expeditions into the interior, to excavate all the known ruins, to measure them and take photographs. This work took two years, and I succeeded not only in making field sketches and architectural drawings of nearly all the antiquities, but also in excavating numerous images, inscriptions, bronzes, and objects of gold.

The most ancient Hindu relic of Sumatra consists of a huge granite image of Buddha, dating from the fifth century (Fig. 4). It was discovered in fragments and restored in the garden of the Museum of Palembang. Very beautiful is the fragment of a god's head, of which only the left half of the face

developed terracotta art. We found, for instance, the fragment of an animal's head, beautifully modelled. Bronze images also came to light, such as the extremely rare seated Buddha, reproduced in Fig. 5.

Hundreds of kilometres north-west of Palembang, hidden deep in the jungle, lie the mysterious ruins of Muara Takus, of which the most beautiful is a round tower of red brick (Fig. 1). The Malays relate that every time there is a full moon great herds of elephants cross the river, approach the temple court, stand about the tower and kneel in tribute to the spirit of their dead leader, who lies buried in the tower. We know only that these buildings are Buddhist, probably the tombs of kings. In one of the towers was found a golden disc with an inscription announcing that these temples were built by the magic sect of the Vajradharas and originated in the eleventh century. Further excavations brought to light several bronze objects, among which was a tripod with birds' heads in conventional style.

The most important discoveries of our expedition, however, were made in North Sumatra, in Padang Lawas (Great Plain), a parched and desolate steppe through which flow the Barumon River and its tributary, the Panai. Here once lay the mysterious kingdom of Panai, mentioned for the first time in the sixth century in Chinese annals as Puni or Poli. In the tenth and eleventh centuries its name was immortalised by magnificent temples; later, conquered by a South Indian king, it regained its freedom and in the fourteenth century bowed the neck to the East Java kingdom of Modjopait.

The chief shrine in Padang Lawas, which is also the largest temple in all Sumatra, is called Si Pamutung and lies at the conjunction of the Panai and the Barumon. Until recently this important monument had never been photographed. We were the first to do so (Fig. 2). When we arrived there it was covered entirely with grass and other vegetation; here and there ghostly faces stared at us from out of the grass—elephants' heads, demons, grinning lions, and so on.

The excavation of these temple grounds revealed the beautifully modelled bust of a woman, the hands folded in prayer and surrounded by a halo (Fig. 8). From the upper lip protrude two crooked tusks. Doubtless this represents the royal founder of the shrine, the lovely Queen of Panai, who had her

has been spared—i.e., part of the cheek and an eye (Fig. 11). The hair is confined by a band with rosettes. The contours are full and gentle and bear witness to great artistic skill. Remarkable are the traces of a highly

portrait made in the form of a demon as a sign that she belonged to the Bhairava sect. The members of this religion worshipped their gods with horrible ceremonies, preferably by night and in cemeteries. There they had themselves initiated as gods while standing on heaps of human corpses, in the midst of flames soaring high into the heavens. Very interesting, also, was the discovery of a great crocodile head (Fig. 9).

At Si Djoreng Belangah, south of Si Pamutung, we excavated an altar in the form of a lotus flower, surrounded at four points by human figures (Figs. 6 and 7). Probably this beautiful object served as a resting-place for the soul of the departed, when summoned by Batak magicians in the silence of moonlight nights. Farther west, at Bara, a life-size demon head was discovered (Fig. 12), also one of the most beautiful bronzes ever found in Sumatra, the aureole of a seated image (Fig. 3). From two elephant mouths with fish-tails ascends a flaming aureole, terminating in a grinning monster's head, under which appear two small elephant heads. The centre of the disc consists of an open lotus calyx, the inner part defined by a border of pearls. At Pulo were found five very remarkable reliefs representing dancers—two demons, a monk with skulls as ear ornaments, a bull-man, and an elephant-man (Figs. 10, 13, 14, and 15). Malays still believe that elephants gather in the jungle by moonlight in order to dance. A similar incident is described in Rudyard Kipling's famous story, "Toomai of the Elephants." At Si Mangambat was excavated the oldest temple in Sumatra, Javanese in style and dating from the eighth century. A beautiful relief fragment from it appears in Fig. 16. Finally we discovered



2. A DEMON SHRINE, FORMERLY THE SCENE OF GHOSTLY HUMAN SACRIFICES: SI PAMUTUNG, THE LARGEST TEMPLE IN SUMATRA, DATING FROM THE 12TH CENTURY—THE FIRST PHOTOGRAPH OF IT EVER TAKEN.

at Padangbudjur a large stone with an inscription, flanked by two lizards (Fig. 17). This is the first Batak inscription ever found and is therefore a scientific document of great value. Only a partial translation could be made, announcing the name of a certain King Soritaon.

WHERE ROYAL PERSONS WERE PORTRAYED WITH TUSKS, AND THE CROCODILE WAS USED IN SORCERY: SCULPTURE AND BRONZES OF ANCIENT SUMATRA.

PHOTOGRAPHS SUPPLIED BY DR. F. M. SCHNITGER, LEADER OF THE ARCHÆOLOGICAL EXPEDITIONS IN SUMATRA. (SEE HIS ARTICLE OPPOSITE.)



3. ONE OF THE MOST BEAUTIFUL BRONZES EVER FOUND IN SUMATRA: THE AUREOLE OF A SEATED IMAGE, ITS CENTRE AN OPEN LOTUS FLOWER.



4. THE OLDEST HINDU RELIC IN SUMATRA: A LARGE GRANITE IMAGE OF BUDDHA DATING FROM THE FIFTH CENTURY.



5. AN EXTREMELY RARE BRONZE BUDDHA (EIGHTH OR NINTH CENTURY) WITH TRIANGULAR BACK-PIECE RECALLING GOTHIC ART. *Van Doorninck Collection, Palembang.*



6. PROBABLY A RESTING-PLACE FOR THE SOUL OF A DEAD KING: A BIG CIRCULAR STONE ALTAR IN THE FORM OF A LOTUS FLOWER; SHOWING ONE OF FOUR HUMAN FIGURES CARVED ROUND THE SIDE.



7. PART OF THE SAME LOTUS-SHAPED ALTAR SLAB SEEN IN FIG. 6: ANOTHER OF THE FOUR SIDE FIGURES—THIS ONE REPRESENTED AS FLOATING IN AIR, WHILE THE OTHERS ARE SEATED.



8. ROYAL FOUNDERS OF SI PAMUTUNG (FIG. 2): STATUES DESCRIBED AS HAVING TUSKS IN THEIR MOUTHS, INDICATING MEMBERSHIP OF A SECT PRACTISING HORRIBLE HUMAN SACRIFICES—A DISCOVERY OF UNIQUE HISTORICAL SIGNIFICANCE.



9. THE CHIEF ANIMAL USED FOR PURPOSES OF SORCERY IN THE BATAK RELIGION: A HUGE STONE CROCODILE HEAD—ONE OF TWO DISCOVERED BESIDE THE STEPS OF A TEMPLE AT SI PAMUTUNG, IN SUMATRA.

Dr. Schnitger says in his descriptive notes on the above subjects: (3) "From the mouths of two fish-tailed elephants ascends a flaming halo, ending at the top in a grinning monster's head, under which are two small elephant heads. This magnificent relic is now in the Museum at Batavia. (4) As granite is not found in Palembang, this statue must have been made elsewhere, probably on the island of Banka, where there are many granite cliffs. (5) Buddha is here represented in a preaching attitude. (6 and 7) Probably this beautiful altar served as a resting-place for the soul of a departed king, summoned on moonlit nights by Batak

magicians, who implored his aid. (8) Statues of the royal founders of Si Pamutung, with great tusks in their mouths, evidence that they belonged to the notorious religious sect called the Bhairavas, or Terrible Ones, who worshipped their gods with horrible ceremonies at night, standing on piles of burning corpses. The discovery of these royal statues is of unique significance to the history of Sumatra. (9) In the Batak religion the crocodile is the principal animal used in sorcery. He gives power to divine the past and the future, rules over the wind and the rain, and reveals mysteries of the world to come."

**LIVELY SCULPTURES OF ANCIENT SUMATRA:
DANCING DEMONS, "BULLS," AND "ELEPHANTS";
MOURNING LIZARDS; AND A UNIQUE INSCRIPTION.**



10. ANCIENT SCULPTURE IN SUMATRA: A FIGURE OF A DANCING DEMON, AMONG RELIEFS FOUND IN A TEMPLE EXCAVATED AT PULO.



11. A FRAGMENT FROM A FINELY WROUGHT HEAD OF A GOD, OF WHICH ONLY THIS HALF REMAINS INTACT: A 7TH CENTURY WORK IN SOUTHERN INDIAN STYLE.



12. WITH A THIRD EYE IN THE MIDDLE OF THE FOREHEAD: A DEMONIC HEAD FOUND AT BARA (LIFE-SIZE).



13. THE HIGH KICK PRACTISED IN ANCIENT SUMATRA AND PROBABLY COPIED FROM SOUTH INDIA: A RELIC FROM PULO REPRESENTING A MALE DANCER.



14. RECALLING ELEPHANT DANCES IN KIPLING'S "TOOMAI OF THE ELEPHANTS": A RELIEF FROM PULO—A DANCER WITH AN ELEPHANTINE TRUNK.



15. LIKE SACRED DANCES IN TIBETAN MONASTERIES PERFORMED BY MEN IN BULL-MASKS: A BULL-HEADED MAN DANCING—A RELIEF FROM PULO.



16. FROM THE OLDEST TEMPLE FOUND IN SUMATRA, DATING FROM THE EIGHTH CENTURY AND JAVANESE IN STYLE: A BEAUTIFUL FRAGMENT OF SCULPTURE IN RELIEF DISCOVERED AT SI MANGAMBAT—AN ANGEL-LIKE FIGURE.



17. A GRAVESTONE ADORNED WITH REALISTIC FIGURES OF LIZARDS, INTENDED TO ATTRACT THEIR KIND AS MOURNERS: A FUNERARY MONUMENT BEARING THE FIRST-KNOWN BATAK INSCRIPTION, WHICH CONTAINS A KING'S NAME.

In his explanatory note on the demon head (Fig. 12) Dr. Schnitger states: "The hair is dressed high and confined with ribbons. This relic was presented to Mr. A. Van Doorninck, the well-known lawyer of Palembang, to whom the recent archaeological expeditions are much indebted." Figs. 10, 13, 14, and 15 all belong to the same group, of which Dr. Schnitger writes: "At Pulo was excavated a temple, of which the lower part is decorated with interesting reliefs representing servants of a dead king. All these reliefs were brought to the Batavia Museum.

In the Buddhist monasteries of Tibet religious dances are performed every year by men wearing bull-masks. The bull is sacred to Yama, god of death. Malays believe that elephants assemble by moonlight in the jungle to dance. Kipling's famous story, 'Toomai of the Elephants,' relates how a little boy is carried on an elephant's back to see these animals dancing in the forest." A note on Fig. 17 (the inscribed gravestone) says: "The two lizards are supposed to entice all the lizards in the neighbourhood and urge them to weep for the dead."



ONE OF THE SPANIARDS FIGHTING THEIR OWN BATTLES: A NATIONALIST SOLDIER ON THE SANTANDER FRONT IN A CAPTURED CONCRETE DUG-OUT WITH "MARXIST" INSCRIPTIONS—"DEATH TO SPAIN!" AND "LONG LIVE RUSSIA!"

Spaniards fighting their own battles, as distinct from foreign volunteers taking part in the Spanish Civil War, are represented in the drawings by Carlos de Tejada (a Spanish artist serving with General Franco's Nationalist forces) of whose work we have published many previous examples. In a note on the above subject he writes: "Observe the very significant inscriptions (visible on the wall)—'Muera Espana' and 'Viva Rusia,' meaning 'Death to Spain' and 'Long live Russia.'"

These inscriptions reveal the true character of the Spanish Marxists." In this connection we may recall that, in describing the entry of the Nationalist troops into Santander, which they captured on August 25, a "Times" correspondent who witnessed it, wrote at the time: "Beneath the plaudits was the sullen sound of retreating Militiamen from the fronts walking silently down the main avenue known for the last thirteen months as the Gran Avenida de Rusia."

FROM THE DRAWING BY CARLOS S. DE TEJADA.



SPANIARDS FIGHTING THEIR OWN BATTLES: NATIONALIST SOLDIERS AT BRUNETE FLING THEMSELVES PROSTRATE AS AN AIR-BOMB EXPLODES, SCATTERING A SHOWER OF BOULDERS—A DRAWING BY A SPANISH ARTIST WITH FRANCO.

As pointed out under another example of his work given on the preceding page, Señor de Tejada's dramatic drawings of typical incidents during the Civil War in Spain show Spaniards fighting their own battles, as contrasted with foreign volunteers come from other countries to take part in the conflict on one side or the other. Brunete, where the above incident is located, is a village, fifteen miles west of Madrid, which was reduced to ruins during several weeks of heavy fighting

this summer. The battle began on July 6 and on the 24th Brunete was captured by the Nationalists. About a week later a "Times" report stated: "The village, which was for days the target of the guns of both sides, is now a wreck. At the height of the struggle the number of Nationalist troops engaged in the Brunete sector was possibly 30,000—Moors, Legionaries, and Spanish Regulars." As this drawing indicates, aircraft besides artillery shared in the work of destruction.

FROM THE DRAWING BY CARLOS S. DE TEJADA.

PEOPLE IN THE PUBLIC EYE: PERSONALITIES AND OCCASIONS OF NOTE.



AT THE CELEBRATION OF THE TWENTIETH ANNIVERSARY OF THE RUSSIAN REVOLUTION: STALIN, MARSHAL VOROSHILOFF, AND MOLOTOFF (PREMIER)—L. TO R.



PRESENTED WITH A MODEL OF THE "SCHOOLS" CLASS LOCOMOTIVES: KING BORIS OF BULGARIA RECEIVING A GIFT FROM THE CHAIRMAN OF THE SOUTHERN RAILWAY.

During his recent visit to this country, King Boris of Bulgaria, who is interested in railway management, and is a skilled engine-driver, was invited to drive the "Coronation Scot" train on a special run from Euston to Bletchley and a "Royal Scot" type of locomotive back to Euston. His Majesty accepted and the train reached a speed of 88 miles an hour during the run. When H.M. was leaving on November 12, the chairman of the Southern Railway, Mr. R. Holland-Martin, presented the King with a scale model of the "Eton," one of the "Schools" class locomotives, and suggested that on his next visit he should drive one of the new Southern Railway electric expresses.

GENERAL IWANE MATSUI.

Commander-in-Chief of the Japanese Forces at Shanghai. Reported to have declared that he felt free to take any steps in the International Settlement which military necessities might dictate, and that he was unable to accept responsibility for the protection of the rights and interests of the various Powers concerned.



The twentieth anniversary of the Russian Revolution was celebrated on Nov. 7. The garrison of Moscow, after being inspected by Marshal Voroshiloff, marched past Stalin, who was stationed on Lenin's tomb surrounded by his closest friends and lieutenants.



INVITED TO A SERIES OF EXPLORATORY TALKS WITH HERR HITLER IN BERLIN: LORD HALIFAX.

It was arranged that Lord Halifax should go to Berlin on November 16, in order to have a series of exploratory talks with Herr Hitler. Originally, he was invited to attend the Hunting Exhibition, and the proposal that he should also meet the Führer arose from this fact. Plans for the visit, which was, as Sir John Simon stated in the House of Commons, "entirely private and unofficial," were discussed between the Prime Minister, Lord Halifax, Lord President of the Council, and Mr. Eden.

MR. GEORGE SHERINGHAM.

Decorative painter and designer. Died Nov. 11; aged fifty-three. A recipient of the D.I., conferred on distinguished designers in industry by the Royal Society of Arts. Designed scenery and costumes for many plays and did much interior decoration. Was awarded the Paris Grand Prix in 1925.



LORD MACGREGOR MITCHELL.

Elected Rector of St. Andrews University, in succession to the late Marchese Marconi. Called to Scottish Bar in 1914. Liberal M.P. for Perth Division, 1923-24. Is a Member of the University Court, St. Andrews University.



MR. PEMBROKE STEPHENS.

War correspondent for "The Daily Telegraph and Morning Post" in China. Killed by machine-gun fire while observing the Japanese attack on Nantao on November 11; aged thirty-four. Called to the Bar in 1925. Was newspaper correspondent in Vienna, 1929-32, and in Berlin 1933-34.



PROFESSOR W. N. HAWORTH.

Shares the Nobel Prize for Chemistry, 1937, with Professor Paul Karrer, of Zurich. Has been director of the Department of Chemistry, Birmingham University, since 1925. The prize was awarded for research work on vitamins and carbohydrates.



PROFESSOR G. P. THOMSON.

Shares the Nobel Prize for Physics, 1937, with Dr. C. J. Davisson. Professor of Physics, Imperial College of Science, since 1930. Son of Sir J. J. Thomson. The prize was awarded for practical advances in electron radiation research.



THE QUEEN VISITS HER BIRTHPLACE AT ST. PAUL'S WALDEN BURY: HER MAJESTY LEAVING THE VILLAGE CHURCH WITH THE KING AND HER BROTHER.

The King and Queen spent last week-end as guests of the Queen's brother, the Hon. David Bowes-Lyon, at St. Paul's Walden Bury, where her Majesty was born. On November 14 they attended service at the village church, where the Queen unveiled a plaque commemorating her association with it. The inscription reads: "Her Majesty Queen Elizabeth was born in this parish, Aug. 4, 1900, baptised in this church Sept. 23, 1900, and here worshipped."

THE PRINCESS ROYAL LAYING A WREATH AT THE SCOTTISH WAR MEMORIAL IN THE CASTLE: H.R.H. IN EDINBURGH FOR THE ARMISTICE CEREMONIES.

The Princess Royal, who was staying at Dalmeny, took part in the Armistice ceremonies at Edinburgh. After inspecting the parade of the British Legion, her Royal Highness placed two wreaths at the Stone of Remembrance in the High Street; one on behalf of the Royal Scots, of which regiment she is Colonel-in-Chief. She then attended a service in St. Giles' Cathedral, and, accompanied by the Lord Provost, placed a wreath at the Scottish War Memorial in the Castle.



AN OPEN WINDOW ON THE WORLD: PICTORIAL NEWS FROM FAR AND NEAR.



Left: THE COLOSSAL BOULOGNE STATUE OF BRITANNIA, COMMEMORATING THE LANDING OF THE B.E.F.: THE SCULPTOR, M. DESMAELLES, AND HIS WORK.

The great full-length statue of Britannia which is seen here partly assembled is being erected at the entrance of Boulogne harbour to commemorate the arrival of the first troops of the British Expeditionary Force in 1914. From the foot to the tip of the sword measures 30 ft. and including the base, over 82 ft. The sculptor is M. Desmaelles, the well-known Parisian master. We illustrated a model of the complete work in our issue of September 25. The statue, well be- plainly visible from the coast of England in fine weather, notably from the sea round Folke- stone.



TWO SOLDIERS SHOT BY ARAB TERRORISTS IN JERUSALEM BURIED WITH MILITARY HONOURS: THE SCENE AT THE BRITISH CEMETERY, HAMLEH.

On November 5, two privates of the 2nd Bn. The Buffs, Hutton and Milton, were shot by Arabs near the Birket-es-Sultan. They were buried with military honours on the following day in the British Cemetery, Hamleh, with the pipers playing a lament and a volley fired over the graves. A search of the village where the assassins are believed to have sought refuge produced some rounds of revolver ammunition and a bag of cut-throat. The owners of the houses were arrested.



THE MASTERPIECE OF THE WEEK AT THE VICTORIA AND ALBERT MUSEUM: A RELIEF OF ALEXANDER AND BUCCHALUS BY AGOSTINO BUSSI OF MILAN (1485-1548).

In 1515, Francis I. of France desired to erect a grandiose monument in commemoration of the heroic deeds of Gaston de Poix, and the Milanese sculptor, Agostino Bussi, was commissioned to design a tomb. Later the fragments of the tomb were sold. The Victoria and Albert Museum possesses the original design by Bussi (nicknamed "Barbata"). The relief illustrated here probably belongs to another series showing exploits of classical heroes.



A HISTORIC SCOTTISH MANSION SOLD: GORDON CASTLE, WHICH HAS BEEN BOUGHT BY THE CROWN FROM THE DUKE OF GORDON.

It was recently announced that the Duke of Richmond and Gordon had sold 140 sq. miles of his Scottish estates to the Commissioners of Crown Lands. The estate includes Gordon Castle. The purchase price for the estate is believed to have been nearly £700,000. In a letter to the tenants the Duke stated that increasing taxation and death duties compelled him to take this step. The seventh Duke died in 1928 and the eighth Duke in 1935.



THE VICEROY HONOURS THE MAHARAJA OF BIKANER AT HIS JUBILEE: H.E. WITH H.M. THE MAHARAJA ON THE BACK OF A GORGEOUSLY CAPARISONED ELEPHANT.

The Viceroy entered Bikaner in State for the Golden Jubilee celebrations of the Maharaja early this month. The procession included thirty elephants. The Viceroy rode beside the Maharaja in a golden howdah on a magnificently caparisoned elephant; and Lady Linlithgow followed in a second with the Resident in Rajputana. Brilliant scenes marked the establishment of the Viceroy's Court in Bikaner, and the Viceroy announced the promotion of the Maharaja to the rank of General at a State banquet.

THE KING AND QUEEN AT THE ROYAL COMMAND VARIETY PERFORMANCE: THEIR MAJESTIES IN THE ROYAL BOX WITH THE DUKE AND DUCHESS OF KENT.

Their Majesties, accompanied by the Duke and Duchess of Kent, attended a Royal Command variety performance at the London Palladium on November 15. It was the most informal public engagement they have kept in their reign. They applauded heartily, and gave every sign that they were enjoying themselves. Grace Paley, Florence Desmond, and Clorcy Courtiside all had a tremendous reception. A hundred pipers appeared in the finale, as a tribute to her Majesty.



THE FIRST OF IMPERIAL AIRWAYS' HUGE NEW AIR-LINERS SHOWN TO THE PUBLIC: THE MACHINE, WHICH COULD REACH INDIA IN TWO DAYS; AT HAMBLE.

The first of Imperial Airways' huge new "Ensign" class airliners was shown to the public for the first time at Hamble on November 13. This type of machine can carry forty-two passengers and a crew of five. The cabins are specially sound-proofed, so that no engine noise can disturb passengers. The top speed will be in the neighbourhood of 200 m.p.h., and Paris will be reached in about an hour, Vienna in less than two hours, and India in two days.



THE GREAT NEW AIRPORT AT LE BOURGET INAUGURATED: A PHOTOGRAPH TAKEN DURING THE CEREMONY, PERFORMED BY PRESIDENT LEBEUR.

The new airport at Le Bourget was opened on November 12 by President Lebeur. The occasion was made particularly notable by the announcement by M. Col. the French Air Minister, that the plans for the construction of a much bigger airport at Paris are now under consideration. He stated that it was hoped to enable Paris to become the point of arrival and departure of the Transatlantic lines of the whole of Europe. Suggestions have been made for the building of an airport on the Seine near Paris.



THE QUEEN PATRONISES THE WORK OF EX-SERVICEMEN: HER MAJESTY AT THE WAR-DISABLED EX-SERVICEMEN'S EXHIBITION AT THE IMPERIAL INSTITUTE.

Queen Elizabeth spent nearly two hours on November 15 at the annual War-Disabled Ex-Servicemen's Exhibition at the Imperial Institute, South Kensington. She went from stall to stall making many purchases, and chatting with the disabled men, many of whom she recognised, having seen them at previous exhibitions or at their workshops. She said to one man: "This is like meeting old friends," and spoke a cheerful word to a blinded man who makes fine jewellery.

THE TWENTIETH ANNIVERSARY OF THE RUSSIAN REVOLUTION: STATUES OF LENIN AND STALIN DOMINATING THE DECORATIONS IN SVERDLOV SQUARE, MOSCOW.

The celebration of the twentieth anniversary of the Russian Revolution took its usual form of a massed parade of the Moscow militia and some one million workers across the Red Square, on November 7. The most extraordinary precautions for Stalin's safety are reported to have been taken. However, and, apart from his close friends and lieutenants, none was allowed near Lenin's tomb, from which he was not excluded. The armed forces were not allowed with the usual blank ammunition and the officers' revolver-belts were empty. Perhaps the most dominating feature of the decorations in Sverdlov Square were the statues of Lenin and Stalin.



A FAMOUS LONDON MANSION TO DISAPPEAR: NORFOLK HOUSE, IN ST. JAMES'S SQUARE, SOLD: "AND TO GIVE PLACE TO OFFICES."

It was announced recently that the Duke of Norfolk had sold Norfolk House, his mansion in St. James's Square. It is understood that the site is likely to be used for the erection of a great block of flats and offices. The original town house of the Duke of Norfolk, at the back of the existing house, was the birthplace of George II. Norfolk House was designed by the elder Matthew. Gresham and its building was begun in 1742.



TURNING THE SWITCH OF THE "LITTLE EVA" SYSTEM: THE MINISTER OF TRANSPORT INAUGURATING THE NEW TRAFFIC LIGHTS IN PICCADILLY CIRCUS.

On November 15 the Minister of Transport inaugurated the new automatic traffic lights installed in Piccadilly Circus by turning a master switch which brought the lights into operation, while the constabulary police officers withdrew to the curb. The £6000 system, whose master-timer Mr. Burgin called "Little Eva," is complicated, but, by releasing traffic police for other duties, a saving of some £200 a year will be effected. Every hour between 4000 and 6000 vehicles pour into the Circus.



A ROYAL VISIT REGARDED AS HAVING MUCH POLITICAL SIGNIFICANCE: THE KING OF THE BELGIANS IN LONDON.

KING LEOPOLD (SALUTING) WITH KING GEORGE (SEATED BESIDE HIM) AND THE DUKE OF GLOUCESTER: THE ROYAL CARRIAGE AND ITS ESCORT LEAVING VICTORIA FOR BUCKINGHAM PALACE.

At Victoria King Leopold was greeted by King George himself, with other members of the Royal Family. Among those present was also the Prime Minister, Mr. Neville Chamberlain. The two monarchs, with the Duke of Gloucester, who had met King Leopold at Dover, drove in procession to

Buckingham Palace, attended by a Sovereign's Escort of the Royal Horse Guards. At the Palace King Leopold was received by the Queen, and he afterwards visited Queen Mary. Later, he drove to the Belgian Embassy. It was further arranged that he should be the guest of honour at a

State banquet at Buckingham Palace. His programme for the next two days included (on the 17th) a visit to the City to receive an Address and to lunch at Guildhall; a dinner at the Belgian Embassy, with the King and Queen as his guests; and a ball in his honour at the Palace; (on the 18th)

a dinner at the Foreign Office. His visit aroused political as well as social interest, particularly as he was accompanied by M. Spaak, Belgian Foreign Minister, and had decided to suspend consultations regarding the formation of a new Belgian Government until his return from London.

LORD HALIFAX'S ORIGINAL BERLIN OBJECTIVE: THE HUNTING EXHIBITION.



SHOWING THE EXTINCT "PIERRE LOTI" DEER AND CAPTAIN H. C. BROCKLEHURST'S GIANT PANDA: A VIEW OF THE ASIATIC SHEEP WALL.



THE BRITISH SECTION OF THE HUNTING EXHIBITION, WHICH WAS AWARDED A PRIZE AS THE BEST NATIONAL EXHIBIT: A VIEW OF THE ENTRANCE.

Owing to its success, the International Hunting Exhibition in Berlin has been extended to November 28. It was arranged that Lord Halifax, whose original invitation to attend the Exhibition was extended to include exploratory talks with Herr Hitler, should be shown round by the British Ambassador on November 17, before his meeting with the Führer. The British section, which was organised by "The Field," was, with Poland, awarded a prize for the best national exhibit, and the specimens shown received 141 international first prizes and eleven special prizes, with further results still to be announced. A large number of second prizes were



INCLUDING SPECIMENS WHICH WON FIRST PRIZES: SAFARI TROPHIES SENT TO THE EXHIBITION BY THEIR MAJESTIES THE KING AND QUEEN.



AWARDED A FIRST AND A SPECIAL PRIZE: A SPECIMEN OF MARCO POLO'S SHEEP LENT TO THE EXHIBITION BY H.M. THE KING.



WITH LIVE GERMAN FALCONS PLACED IN FRONT: THE BRITISH SECTION IN THE FALCONRY EXHIBIT—AWARDED A PRIZE OF HONOUR.

also awarded. His Majesty the King received both first and special prizes for a pair of African elephant's tusks and a Marco Polo's Argali; while the Queen gained a first prize for a Red-fronted gazelle and a second prize for a waterbuck head—all shot during their Kenya and Uganda safaris. The Duke of Gloucester was awarded one first and four second prizes; Prince Arthur of Connaught a first; and the Earl of Athlone a first for his elephant's foot and a second for his Nile lechwe. General Goering, at the opening on November 3, remarked to the British Ambassador that this country's exhibit was splendid and filled him with admiration and gratitude.

A ROYAL FAMILY KILLED IN AN AIR CRASH: THE HESSE TRAGEDY.



1. WRECKAGE OF THE AIR-LINER IN A BRICK-YARD AT OSTEND. 2. (LEFT TO RIGHT) THE PRINCE OF HESSE WITH HIS YOUNGER SON, PRINCE ALEXANDER; THE PRINCESS, WITH HER YOUNGEST CHILD, JEAN (LEFT AT HOME, AND ONLY SURVIVOR OF THE FAMILY); AND PRINCE LOUIS, ELDER SON—ALL (EXCEPT THE BABY) KILLED IN THE DISASTER. 3. THE DOWAGER GRAND DUCHESS OF HESSE, WIDOW OF THE LATE GRAND DUKE ERNEST LOUIS, AND ALSO KILLED IN THE CRASH.

One of the most distressing tragedies in the history of aviation occurred on November 16, when a Junkers machine of the Belgian Sabena service—Munich to London—crashed in flames at Ostend, after striking a brick-factory chimney in a dense fog. Its eleven occupants perished. The eight passengers were his Grand Ducal Highness the Prince of Hesse (a great-grandson of Queen Victoria), who succeeded his father last month; his wife, the Princess of Hesse (niece of Prince Nicholas of Greece and first cousin of the Duchess of Kent and the King of Greece); their two little sons, Prince Louis and Prince Alexander, aged six and four; the

Prince's mother, the Dowager Grand Duchess of Hesse; Baron von Riedesel zu Eisenbach; Frau Alina Hahn, Lady-in-Waiting; and Herr Martens, a German engineer. The pilot was Captain Antoine Lambotte. The royal travellers were coming to London, from Frankfort, to attend the wedding of the Prince's brother, Prince Louis (now his Grand Ducal Highness the Prince of Hesse), to Miss Margaret Campbell Geddes, daughter of Sir Auckland and Lady Geddes, on November 20. After the disaster it was decided that the marriage should take place very privately, early on November 17. Prince Louis is a second cousin of the King.

A PRECIOUS *RUS-IN-URBE* REMNANT.

"CHRONICLES OF HOLLAND HOUSE—1820-1900": By THE EARL OF ILCHESTER.*

By SIR JOHN SQUIRE.

THE great London houses have gone one by one. Many went long ago: time was when, between the Strand and the unembanked river, there was a string of noble palaces, whose names are still commemorated in those of streets, hotels and offices, which would have been one of the glories of England had it remained.

That is ancient history. But in our own day the destruction of houses of a later date has continued. I

salon tradition was continued by the fourth and last Lord Holland and his wife.

The former volume was chiefly an architectural and political record; this is chiefly social; one sighs that the traditions of the Holland kind, such as they are, must now be carried on in small houses and flats. There are over forty pages of index; countless names of the Victorian eminent are there. One misses the names of many of those who still rank among the most eminent: Carlyle, Ruskin, Browning, Tennyson, Morris, Rossetti, Matthew Arnold do not appear. Whig hostesses have always had an eye for the fashionable and the contemporaneous. It is late in this book that we find references to Keats; in his own day, Lady Holland would have preferred Samuel Rogers, the rich banker-poet of St. James's. But it is better to take a book as one finds it; and this is a full and lovable book which will be a storehouse for future historians.

and to crown and close, as I hope, this season's hospitality, who do you think comes on Monday? Lady Cork!"

A great deal is said in that passage. The Whig Ladies (and most of them easily forgot how recent their pedigrees were) could turn quite easily from Charles Dickens to the then Lady Cork. All they wanted, roughly, was a grand party and their own domination. But, as Kipling remarked, the female of the species was much deadlier than the male.

I turn to a reference to Thackeray:

"In spite of all his talents the great lawyer [Brougham] was extremely thin-skinned, and felt keenly the little pleasantries which from time to time appeared in *Punch*. Rightly or wrongly, he attributed these playful criticisms to Thackeray. Coming into Lord H's. study one morning, on seeing a copy of *Punch* on the table, he remarked angrily, 'Henry! How can you read that fellow Thackeray's trash?' 'Why,' replied Lord H., 'only yesterday, when he was here, he spoke of you in the highest terms.' 'Oh, did he,' replied Lord B., 'well, mind, I never said he lacked judgment or discrimination.'"

This book is too full of history and characters to be really reviewable. Lord Ilchester, after sedulously going through all the Talleyrands and Macaulays, stars and garters and Royal Dukes of the nineteenth century, finishes it up suitably on a poetic note.

There was a custom of shooting off a gun from Holland House at 11 p.m. every night. Perhaps it dated from a murder, perhaps from a Spanish custom:



HOLLAND HOUSE: A HISTORIC LONDON MANSION FAMOUS IN THE THIRD LORD HOLLAND'S TIME (1773-1840) AS "THE FAVOURITE RESORT OF WITS AND BEAUTIES, PAINTERS AND POETS, SCHOLARS, PHILOSOPHERS, AND STATESMEN."

Illustrations on this page reproduced from "Chronicles of Holland House—1820-1900." By the Earl of Ilchester. By Courtesy of the Publisher, John Murray.

am not so sentimental as to maintain that Devonshire House, Grosvenor House, or even Dorchester House (an imitation Italian *palazzo*), or even Lansdowne House (though it was pleasant to know the statuary there, and enjoy a glimpse of the gardens, or even Chesterfield House (with all its associations) was an architectural masterpiece. They were oases of quiet and space in an ever more uproarious town, and I can't pretend that I like any of their successors as well as I liked them. Crewe House has been saved; and the bus company which has taken it over has treated it most tenderly. Stafford House has been saved, as the London Museum. Bridgewater House, with its enormous central court and its vast gallery of rather black pictures, still stands: it isn't a really beautiful structure, but long may its owners hold out, in their haunt of rather, if not very, ancient peace, against the prospect of one more pink biscuit-tin, with windows in it and (when a touch of taste is indicated) knobs on it. But the best that anybody of our time has known still stands: Holland House, a lovely Jacobean house, and the last country house in London. For all those eighteenth-century structures I have mentioned were essentially the grandiose town mansions of rich men, whereas Holland House is a most precious *rus-in-urbe* remnant; the country house of a seventeenth-century gentleman who had his house there when nobody dreamt that London would extend so far.

The fringes have been built on (I dare say because of rates, which should not apply to such a house, or to such owners); there is Notting Hill to the north of it, and Kensington to the south; and wildernesses of respectable villas to the west. But still, amidst its lawns and foliage, this gabled and oriold country house stands in the middle of modern London; and it is lucky enough to have, in Lord Ilchester, an owner who loves it and its history, and all the associations it has accumulated from those from whom he inherited it. Even the hosts of Midian might, surely, be converted by this book.

In his last volume ("The Home of the Hollands") Lord Ilchester brought up the history of the House, with profuse and fascinating documentation, from its beginnings to 1820. In this he brings it from 1820 to 1900, and in the earlier portion of the nineteenth century its glories were at its height. It had, in the third Lord Holland, a charming and sympathetic host, and in his wife a scintillating and dominating hostess. It was the headquarters of Whig Society; but almost everybody of any interest went there; and the

"*Non omnia possumus omnes*," and one shouldn't look a gift-horse in the mouth.

For example:

"On August 24, 1837, Holland wrote to his sister, who had at last managed to slip abroad to stay with her nephew at Frankfurt: 'We have had the author of "Oliver Twist" here. He is a young man of 26,



HOLLAND HOUSE AND THE DUTCH GARDENS: A VIEW FROM THE GARDEN BALL ROOM.

"The 'Dutch Garden,' originally known as the 'Portuguese Garden,' was laid out in 1812 by Buonaiuti, factotum and librarian to the Hollands. . . . The *Garden Ball Room*, originally the granary of the stables and converted by the late Lord Holland about 1849 . . . was chiefly used, in the days when garden parties were all the fashion, as a room for refreshments."

"Charles Dixon, head gardener till 1919, always stated that in all the fifty-five years of his service at Holland House, he had never heard of the murder, and that Samuel Walker, page to Elizabeth, Lady Holland, and later butler, a servant of very long standing, knew no more about it than he did. Dixon believed that the practice was simply meant to indicate that the watchman had come on duty. Princess Liechtenstein tells us that a temporary suspension brought requests for its recommencement. One lady said she went to bed by it; while a gentleman stated that he waited for it to set his watch. So the practice was reinstituted, and was continued as long as the blunderbuss remained in a fit state to be fired. But one evening in 1886, according to Dixon's story, he fired it off in order to drive away a plague of sparrows which were roosted in one of the evergreen oaks, and found nothing but the stock left in his hand! The lock and barrel had been completely blown away; but luckily for him, a scorched face and a temporary deafness was all the ill-effects which he felt. The gun was never replaced."

And that's all in the middle of London. How few of the people who go down Kensington High Street on a bus, or shop at P—s or J—B—s ever think of it, or realise that behind the palings there is a late Tudor house with a studious owner, who burns the candles reviving the old glories of the Hollands, Sydney Smith, and Macaulay? Yet it is so; and I, for one, take my hat off to him.



LORD AND LADY HOLLAND, DR. ALLEN AND W. DOGGETT IN THE LIBRARY AT HOLLAND HOUSE: FROM A MEZZOTINT BY S. W. REYNOLDS, AFTER C. R. LESLIE.

"Charles Leslie was busily engaged during the summer of 1838 at Holland House in painting the *Interior of the Library*, a present to Lady Holland from her husband. . . . The latter sits on the left, at the French writing-table now in the *Journal Room*. . . . Dr. Allen stands behind the table, while 'Edgar,' Lady Holland's erstwhile page, William Doggett, by then preferred to the post of librarian, appears on the right. . . . On the left, the so-called picture of Addison leans against a chair." Dr. John Allen "was originally physician-in-ordinary to the family: he tended Holland's growing library. . . . He assisted Holland with his literary work."

very unobtrusive, yet not shy, intelligent in countenance, and altogether prepossessing. It was too large a company of strangers to bring out the fun which must be in him. We have had Tory dinners, diplomatic dinners, family dinners. To-day we expect the Leinsters and the Pelles,

* "Chronicles of Holland House—1820-1900." By the Earl of Ilchester. Illustrated. (John Murray; 18s.)



A SCARF WORN BY CHARLES I. AT THE BATTLE OF EDGEHILL.

This illustration shows one end of a seventeenth-century English military scarf (8 ft. 9 in. long) of purple silk, embroidered with silver-gilt and silver threads and coloured silks. Charles I. wore it at Edgehill, the first battle of the Civil War, fought on October 23, 1642, two months after he had raised his standard at Nottingham. "Charles himself," we read, "stood calmly in the thick of the fight, but had not the skill to direct it." The Earl of Essex commanded the Parliamentarians. The result was indecisive.

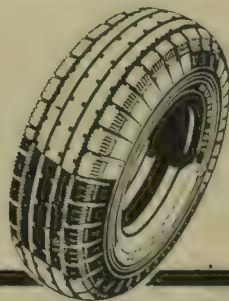
BY COURTESY OF THE VICTORIA AND ALBERT MUSEUM.



FAMOUS FORTS

WARWICK CASTLE was first built in the early days of the Norman Conquest, but is mainly of 14th & 15th Century origin. The first owner Henry De New Burgh was made First Earl of Warwick by William Rufus.

Like those strongholds which grew up all over these islands after the coming of William the Conqueror, Dunlop Fort Tyres are built today for sure defence. They safeguard the motorist and ensure his comfort. They are built for time-defying service and all-round performance.

DUNLOP

Fort TYRES

THE WORLD OF SCIENCE.

DEER IN THE MAKING.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

MY old friend Mr. Seth-Smith, the Curator of Mammals in our wonderful Zoo, recently sent me the two very beautiful photographs of deer shown on this page. They are of species little known save to the expert zoologist, and rarely to be seen in captivity. But their rarity is by no means their only claim to our attention. For they are two of the five species now living which reveal to us something of the history of the origin and the mode of development of one of the most beautiful and most interesting of the "ruminants," the great group which includes animals so unlike as the giraffe, and the camels and llamas, as well as the great crowd of species made up by wild sheep and goats, antelopes, and oxen, from which our domesticated cattle, sheep, and goats have been derived. These last three, we are apt to forget, have played no small part in helping mankind to climb the ladder of civilisation. The deer have had but a very small part in this tremendous event, and this only through the reindeer which has made a state of semi-civilisation possible in Far Northern lands. Exactly why the deer have been left out of account, so to speak, in the history of civilisation is not apparent.

All these, as I have just said, are ruminants; that is to say, are "cud-chewers." This, to our thinking, somewhat unpleasant accompaniment of digestion presents two well-marked stages of development. In its perfected form the stomach is of surprisingly large dimensions, and divided into four well-defined compartments, the food being passed from one to the other in the process of its disintegration before it is passed on to the intestines for final conversion into living tissue. But in the camel tribe, and in the little chevrotain, there are but three compartments to the stomach, and on this account they stand on an equal footing, each being placed, by systematic zoologists, in a division by itself, while the two are bracketed together as "sub-ungulates."

Of the little chevrotain, or mouse-deer, there are five Asiatic species, of which the smallest is the Javan chevrotain (Fig. 1), and one, the water chevrotain, found only in West Africa. But they are all singularly interesting animals, presenting many primitive anatomical characters of which the most interesting, perhaps, is the pig-like structure of the feet, especially well seen in the African species, wherein the "cannon-bone," formed by the welding of the shaft of the two central digits in all other ruminants, here retains its ancestral condition of two separate shafts. In the Asiatic species, the early stages of fusion to form the typical "cannon-bone" has begun. Horns are absent, but instead, be it noted, the jaws are armed by long, sharp-pointed upper tusks, or canines, as in the musk-deer and some others presently to be mentioned, while the upper incisor teeth are replaced by a soft pad, as in the true ruminants. Though sometimes called the "mouse-deer," it is really only an "incipient" deer, and cannot be placed among the true deer, from which it differs too widely.

In the musk-deer (*Moschus*) of the Himalayas, we have the most primitive member of the true deer, though this fact becomes apparent only on dissection, and this evidence is too technical to find a place here. But, as with the chevrotains, long tusks, or canines, take the place of horns. In the males, these tusks may be as much as 3 in. long, and project well down on each side of the lower jaw. In Kashmir, they haunt the birch-forests above the pine zone. The lateral toes, on each side of the central pair, are unusually well developed, and this because they are much used in maintaining a hold on hard snow-slopes, and slippery rocks. But the numbers of this animal are decreasing on account of the persecution to which it is subjected for the sake of the great pouch under the belly, full of a substance of the consistence of gingerbread, from which, on drying, the musk-scent of the perfumers is distilled. Many other animals develop the scent of musk, but none in such plenty as in this animal. It has, however, an added interest, inasmuch as it is a true deer, but stands at the very base in the history of the evolution of the deer tribe.

The muntjacs (*Cervulus*), which stand next in my series of evolutionary types, are small, primitive

forms of deer ranging from India to Thibet, and southwards to the Malay Peninsula and Islands. Herein we find, again, large tusks, or canines, in the males, but, be it noted, horns are also present, and of a very peculiar kind, their bases being continued in the form of a great bony ridge running down on each side of the forehead; hence they are known also as "rib-faced" deer. Besides this, they have a great gland opening downwards under each eye. This, though not so generously developed, is a common feature in deer. The young, it should be mentioned, are spotted.

Nearly related to the muntjacs are the two small species of tufted-deer (*Elaphodus*), natives of China and Thibet. In these, however, the horns are only in an incipient stage, but they also are borne on the top of a long, bony column. The horn itself, which surmounts this column, is minute. The canines, however, are very large.

In the female (Fig. 3), horns are wanting. While the muntjacs are forest-dwellers, haunting hilly country, the tufted-deer seem to prefer more open country. The species shown here is abundant in the reeds bordering the rivers of Eastern China. As in its cousin, the muntjac, the hind-quarters rise above the level of the withers, owing to the relative shortness of the forelegs.

Another of these miniature and little known deer is the Chinese water-deer, represented by a single species (*Hydropotes inermis*). And here again, both sexes are hornless, but the canines, in the males, are conspicuously large. This animal, about the size of the muntjac, is remarkable for the fact that, unlike all other deer, the female produces from four to six young at a time. Like the tufted-deer, it represents the early, hornless, stage, which eventually developed into the typical deer bearing well-developed antlers. The presence of large canines in these primitive, hornless deer is more than merely interesting. For it seems to show that this was an early form of armature, developed by fighting among rival males, and, as the horns gradually came into being, these older weapons degenerated, and, finally, disappeared. This interpretation is probably correct. But what started the growth of the horns?

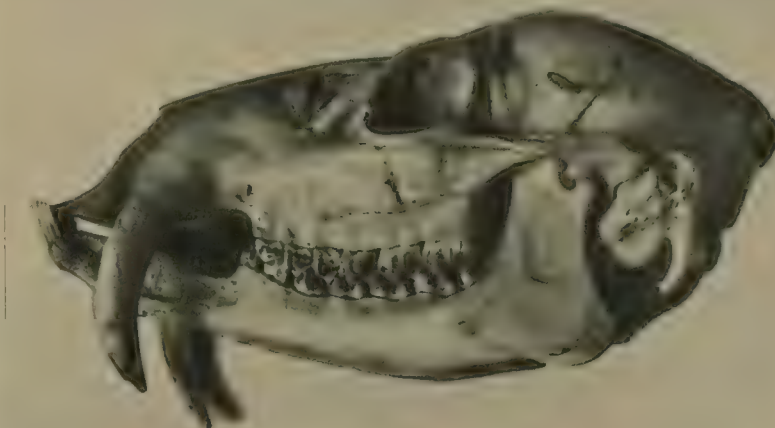
Finally, it may have been noticed that, in speaking of these primitive types of deer, the term "horns," by common usage, has always been employed, and not "antlers," as the weapons of the large species of deer are called. This is perhaps due to the fact that in their incipient stage these antlers resemble horns, since they are either unbranched, or very slightly so. But there is more than this to be said of them. The sheep, goats, antelopes and oxen are known as "hollow-horned" ruminants, because these weapons are formed of a horny sheath investing a bony core. And they, unlike antlers, are never shed. In the prong-buck, however, which is a primitive "hollow-horned" ruminant, we find a curious compromise between "horns" and "antlers." For this animal sheds the horny sheath annually. And a close examination of that sheath has shown that it answers to the "velvet" of the growing antlers of deer, being made up of a conglomeration of hairs, so that, as a consequence, it is only "semi-corneous" in texture. Hence, it would seem, we have here the early stages of the evolution of the true horn of the typical "hollow-horned" ruminants.

Perhaps the most interesting feature of these small, incipient deer is the presence of the large, projecting upper canines. In some, like *Hydropotes* (Fig. 2), they are the only weapons. Why, in others, like the muntjac, are they supplemented by horns? And what led to the suppression of these teeth in the true deer and the hollow-horned ruminants? In all the tribe, be it noted, the lower canines have shifted forwards up to the incisors, or "front-teeth," and there assumed the same spade-shaped form to serve, with them, in gripping herbage between their cutting-edges and the pad of the front of the upper jaw.

In their distant cousins, the pig-tribe, both upper and lower canines are present and, in some, of enormous size. Their story, however, and of certain extinct types of ungulates, must be told another day.

1. HORNLESS, LIKE ALL THE OTHER MEMBERS OF ITS TRIBE, AND MORE NEARLY RELATED TO THE CAMEL-TRIBE THAN THE DEER: THE JAVAN CHEVROTAIN, THE MALES OF WHICH ARE ARMED WITH LONG, POINTED "TUSKS," OR CANINES.

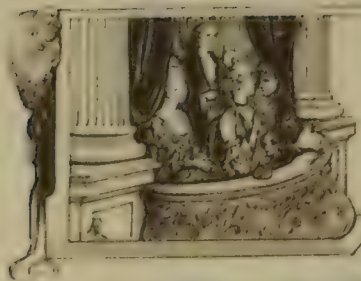
Photograph by D. Seth-Smith.



2. ARMED WITH CONSPICUOUSLY LARGE "TUSKS," OR CANINES—WEAPONS WHICH PRECEDED THE DEVELOPMENT OF THE ANTLERS CHARACTERISTIC OF THE TYPICAL DEER: THE SKULL OF THE HORNLESS CHINESE "WATER-DEER" (*HYDROPOTES INERMIS*).—[Photograph by E. J. Manly.]



3. REGARDED AS A TRUE DEER, BUT REPRESENTING AN EARLY STAGE IN THE HISTORY OF THIS GROUP: THE CHINESE TUFTED DEER (*ELAPHODUS*), WHICH, IN THE FORM OF ITS HORNS AND SOME OTHER FEATURES, SHOWS AN UNDOUBTED RELATIONSHIP TO THE MUNTJAC.—[Photograph by D. Seth-Smith.]



The World of the Theatre.

By IVOR BROWN.



CLASSICAL AND MODERN.

DESPITE the fact that his most popular part was in a romantic and sentimental play, "The Passing of the Third Floor Back," it was frequently said of the late Sir Johnston Forbes-Robertson that he was "essentially a classical actor." By the word classical, thus applied to a modern, is generally meant one possessing a severe sense of form and of the value of restraint. The classical contains itself: the romantic flows over. The classical is readier to portray the mind in action: the romantic is more immediately and vividly expressive of the feelings and the passions. Mr. Shaw, when he reviewed the Forbes-Robertson Hamlet just forty years ago, called the actor classical, and added—

"What I mean by classical is that he can present a dramatic hero as a man whose passions are those which have produced the philosophy, the poetry, the art, and the statecraft of the world, and not merely those which have produced its weddings, coroner's inquests, and executions. And that is just the sort of actor that Hamlet requires." In other words, he acted the Hamlet of Wittenberg, scholar and philosopher and potentially, did Claudius and Fate allow, a good, shrewd, honest ruler over Denmark. What he discarded, one supposes (and every actor must discard something of Hamlet, so tremendous a hand is it to play), was the railing and coarse Hamlet who could relish a gross image and a smutty joke as well as a fine phrase. Shakespeare certainly put in that element of clay: but such soil

instead of settling down, like a Greek temple, to suggest reason, security, and repose. But what Montague was eager to suggest was the form and dignity of the performance, the organ-note of the famous voice, the heroic carriage and gesture which rescued Hamlet from the dark ages and the Nordic mists of the original Amleth and set him in the age of chivalry in a light as clear and gracious as that of sunshine pouring through the stained glass of a fane.

I never saw Sir Henry Irving or Sir Johnston Forbes-Robertson play Hamlet. H. B. Irving was my first. But one can easily imagine that Sir Henry brought to the

been a romantic in that way. He is most scrupulous to make every line yield its true intent and every piece of action significant for the story's purpose. I call him romantic because he lays so much more emphasis on the poetry of Hamlet the sufferer than on the prose of Hamlet the philosopher, the scrutineer of man, his doings, and his destiny.

As was said, there is not time and room for an actor to have it both ways. He can rave with the Irvings or reflect with the Robertsons. Hamlets must elect, and they will, if they are wise, base their choice upon their natural gifts. Mr. Gielgud has a tremendous power to convey nervous intensity, the pains of frustration, and the disillusion of a spirit naturally fine.

His Hamlet is not romantic in a roughly passionate way: it is highly strung, immensely sensitive, and finds consolation in the exquisite music of iambic lamentation and soliloquy more naturally than in the beautifully chiselled prose of the classical Hamlet, Hamlet the wit, Hamlet the graduate in the humaner letters. At the same time, I would add that Mr. Gielgud combines the classical and romantic methods as far as the union can be contrived.

More than a century ago, the old distinction was maintained with force by Kemble, essentially classical, and by Kean, essentially romantic. I suppose that Phelps, under whom Forbes-Robertson studied as a youngster, and whom he ever revered, had a classical influence. At any rate, he emerged from that tuition to be a



"YES AND NO," AT THE AMBASSADORS THEATRE: THE REV. RICHARD JARROW (FELIX AYLMER) ATTEMPTS TO WRITE A SERMON IN AN UPROAR CREATED BY HIS TWO DAUGHTERS—ONE REHEARSING HER PART IN A PLAY AND THE OTHER PLAYING THE PIANO—AND BY HIS WIFE USING A SEWING-MACHINE.

"Yes and No" is a comedy which shows what would happen if the Rev. Jarrow's daughter, Joanna, first refused and then accepted a proposal of marriage, and in an Epilogue what actually happened. Our photograph shows a room in the rectory with (from l. to r.) the Rev. Richard Jarrow (Felix Aylmer), the Rev. John Bagshot (Robert Eddison), Joanna (Diana Churchill), Adrian Marsh (Denys Blakelock), Mrs. Jarrow (Mary Jerrold) and Sally (Rene Ray).



"RICHARD III," AT THE OLD VIC: MARGARET OF ANJOU (JEAN CADELL) WITH THE KING (EMLYN WILLIAMS).

cannot be compounded with a classical image of the Prince, which should be graven, as it were, in marble.

C. E. Montague, in fact, said the same thing as G. B. S. when he observed that Forbes-Robertson's Hamlet was a portrait fit to be hung in a Gothic cathedral. Certainly a Gothic cathedral is not, architecturally, classical: it soars to symbolise in sensuous form a spiritual aspiration,

stage a terrifying sense of terror. Elsinore was a castle full of fear. A romantic Hamlet would stress the statement of the Prince that Denmark is a prison, and would express in his performance, as well as in the general atmosphere of the production, the melodramatic values of the ghost, the lust in high places, the dark, forbidding castle, the plots and counterplots, the desperate efforts of youth to escape from and destroy this network of violence, lechery, and foul conspiracy.

A classical Hamlet, on the other hand, would discourse the philosophy and show us the pathos of so fine a spirit in so foul a dwelling-place. Among the classical Hamlets of my experience I should put Sir John Martin Harvey's; his was a delicate-minded Prince who shared with Forbes-Robertson's the privilege of a special physical grace and vocal richness. On the romantic side was Henry Ainley, whose voice went soaring to the roof with rich, majestic cadences. That Mr. Ainley had really thought out with precision the meaning of the words he so gloriously uttered one did not believe: nor did one care. He cast his spell where he threw his voice. The romantic actor is ever something of a mesmerist. Did Sir Henry, by the way, know or care what he was talking about in detail? Of course, the romantics know, in general effect, what the author is intending by and large. But they are not elucidators. To make clear is the function of the classical artist. Romantics use their special gift, which is to lay on "the fluence," as the old magicians used to say.

Coming to our own time, I would put Mr. Gielgud among the romantics—but with reservations. He does care enormously about meaning. It is actually true that a romantic actor of the grand old style, school, and stature could so bemuse and intoxicate the public by the richness of gesture and of aspect and of the lovely noise that came welling out of his lungs that his audience hardly listened to what he said. If he came on in the appropriate garb and stood in the familiar limelight, he could turn a line of Shakespeare into a roar of "Rhubarb, rhubarb, rhubarb!" for all his public cared. Now, Mr. Gielgud has never

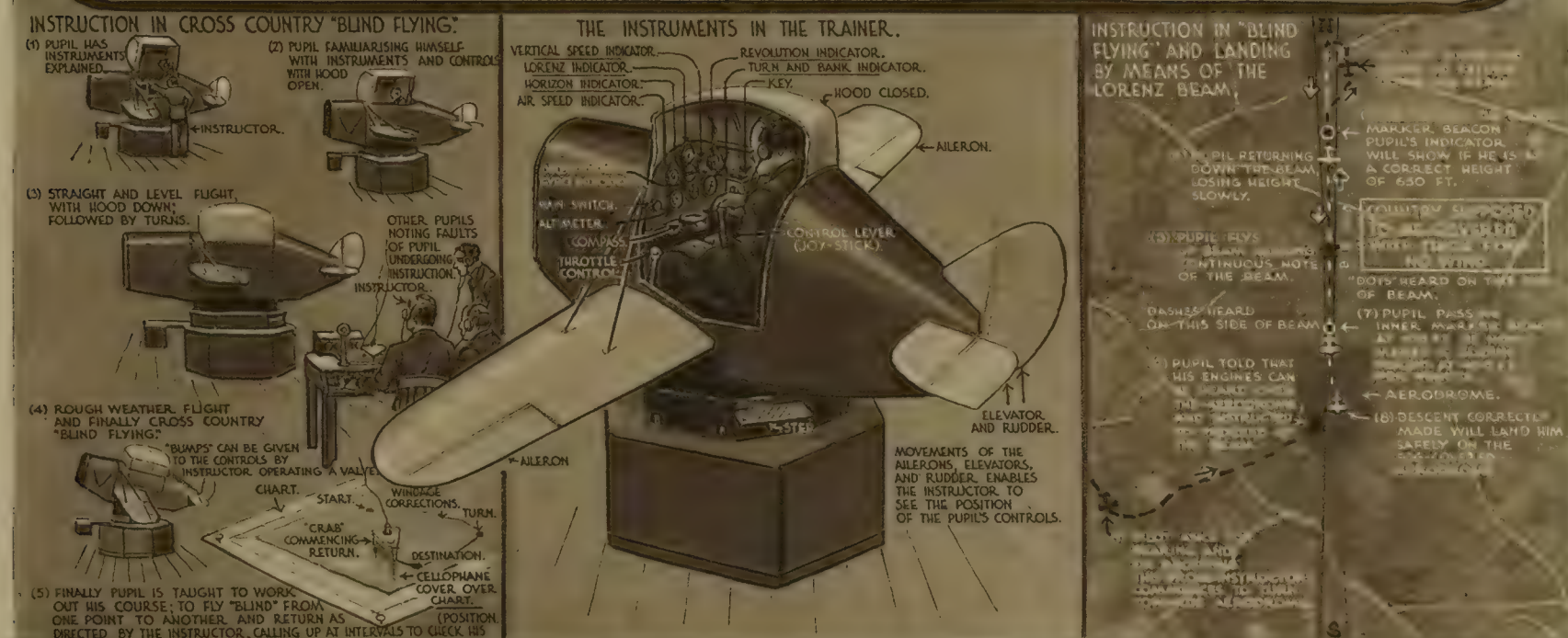
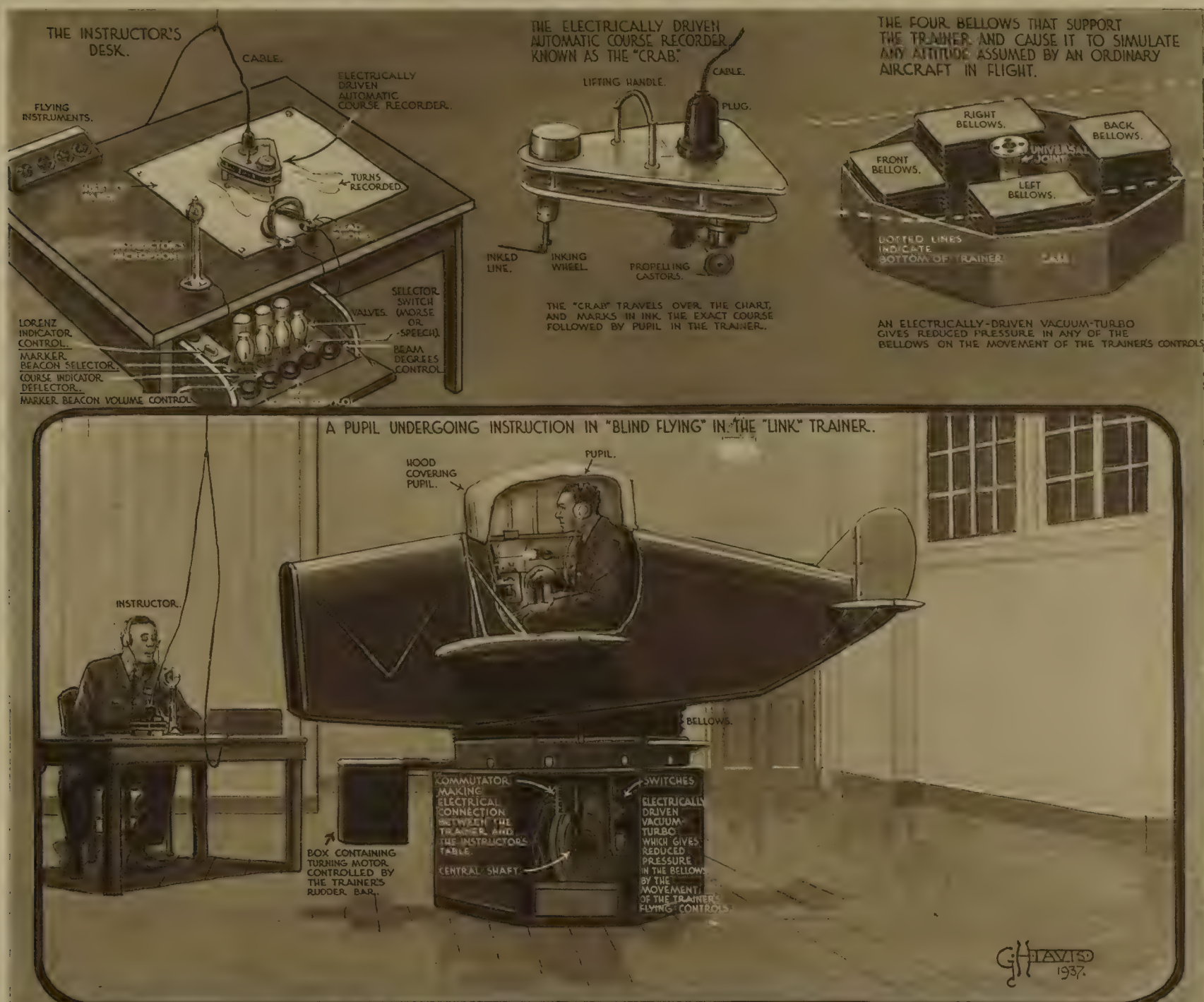


"GHOSTS," AT THE VAUDEVILLE THEATRE: MARIE NEY, WHO GIVES A GREAT PERFORMANCE AS IBSEN'S MOST TRAGIC FIGURE, MRS. ALVING, IN A NEW TRANSLATION OF THE PLAY.

great classical actor in a predominantly romantic epoch. His two chief contemporaries and rivals, Irving and Tree, were essentially romantic in their treatment of Shakespeare. They liked everything, scenery as well as acting, to overflow. Abundance on the table! On with the feast! Forbes-Robertson, a painter as well as an actor by addiction, knew an economy outside their comprehension. That is why the anti-romantic Shaw praised him so highly while rating the other actor-managers of his time. Here was one who cut away the superfluities of production, and was faithful to the text and to its meaning: he added the beauty of his voice to Shakespeare's lines, thus making "words and music" of a unique loveliness. It is in quality of speech that our theatre of to-day, in its rare moments of romanticism, is generally weakest. Are there any voices of contemporary players which can be compared by those who remember with the beautiful notes of Henry Ainley or Forbes-Robertson?

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Blind flying means piloting by means of the aircraft's instruments alone in thick fog, darkness, or blizzards, or above clouds. It has been customary to teach it in two-seater aeroplanes, with the pupil and instructor covered with a hood, in which state they must fly for many hours. This lengthy and expensive method has been largely replaced by the introduction of the "Link" trainer, an American invention recently adopted by the Air Ministry (and also by British Airways Ltd.) as a standard method of instruction. By the use of this device, the pupil (who, of course, has previously been taught to fly in the ordinary way) learns how to navigate an aircraft by instruments alone while remaining on the ground. The "Link" trainer consists of a miniature aeroplane fitted with the ordinary controls and a set of instruments so arranged that they record

height, speed, turns, and so forth, exactly as if the pupil were in flight. The trainer is mounted on four bellows operated by an electrically driven vacuum-turbo. This, in turn, is controlled by the movements of the "joy-stick." A motor, controlled by the rudder-bar in the trainer, effects turning movements. The trainer is electrically connected to a course-recorder—popularly known as "The Crab." This reproduces on a chart, or a sheet of paper on the instructor's table, the course followed by the pupil. Thus, instruction is given in blind cross-country flying, and in the manoeuvre for coming into an aerodrome, aided by the Lorenz' wireless beam when visibility is supposed to be nil. The trainer has immense possibilities in this country, which has many bad flying days. It makes possible great training economies.

THIS YEAR'S "LA FLÈCHE D'OR": FRENCH 19TH-CENTURY ART ON EXHIBITION.

REPRODUCTIONS BY COURTESY OF MESSRS. ARTHUR TOOTH AND SONS.

An Exhibition of important pictures from French collections is now open in the galleries of Arthur Tooth and Sons. It bears the general title "La Flèche d'Or," and is the third of this very interesting series, which the firm organises annually. The works shown are mainly by great masters of French Impressionism, but Cézanne, Van Gogh and Gauguin are also represented. The Manet here reproduced was painted in the Pyrenees in 1871 when the artist was visiting his family, who took refuge there during the Franco-Prussian War. The man on the balcony is Leon Leenhoff, his stepson. In a letter to his friend, Daniel de Monfried, Gauguin describes how the design of "Arii Matamoe" was suggested to him by the pattern of the grain in a pine plank. The exotic colouring is typical of the

[Continued below.]



"VÉTHEUIL," 1873—BY CLAUDE MONET (1840-1926): A DELIGHTFUL LANDSCAPE BY THE ARTIST WHO SAID "I WANT TO PAINT AS A BIRD SINGS."
(Canvas: 21½ in. by 28½ in.)



"OLORON-SAINTE-MARIE"—BY EDOUARD MANET (1832-1883): A PICTURE PAINTED IN 1871 DURING A TRIP MADE BY THE ARTIST TO THE PYRENEES.
(Canvas: 16½ in. by 24½ in.)



"RENTÉE DE PORT, TROUVILLE," 1882—BY EUGÈNE BOUDIN (1825-1898): A FINE EXAMPLE OF THIS MARINE PAINTER'S EXCELLENCE IN RENDERING THE ATMOSPHERE AND MOVEMENT OF THE SEA. (Canvas: 16½ in. by 21½ in.)



"ÉTRETAT"—BY GUSTAVE COURBET (1819-1877): A COAST SCENE AS DEPICTED BY AN EXPONENT OF REALISM IN PAINTING.
(Canvas: 25½ in. by 36 in.)



"CHEMIN AU VALHERMEIL, PRÈS DE PONTOISE," 1874—BY CAMILLE PISSARRO (1830-1903), A PAINTER WHO, VISITING LONDON DURING THE FRANCO-PRUSSIAN WAR, WAS GREATLY INFLUENCED BY THE WORKS OF TURNER AND CONSTABLE.
(Canvas: 23½ in. by 28½ in.)



"ARIÏ MATAMOE," TAHITI, 1892—BY PAUL GAUGUIN (1851-1903): A PAINTING WHICH FETCHED 400 FRANCS AT THE GAUGUIN SALE IN 1895 AND IS DESCRIBED IN "LETTRES DE PAUL GAUGUIN À DANIEL DE MONFRIED."
(Canvas: 17½ in. by 29½ in.)

paintings done in Tahiti by this strange and forceful personality. Boudin had a passion for the sea and for painting in the open air, and this can be sensed in his picture, "Rentrée de Port, Trouville." It was under his tutelage that Claude Monet, the Father of Impressionism, began to paint, and the picture on this page shows the

village on the Seine which inspired several of his most beautiful canvases. Courbet, the champion of Realism, will always be remembered not only for his painting, but for the part he played in the Commune of 1871, when he was exiled to Switzerland for being concerned in the destruction of the Colonne Vendôme.

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A PAGE FOR COLLECTORS. THE NOBLEST OF ALL EARTHENWARES.

By FRANK DAVIS.

A NOTE last week about English seventeenth-century tin enamel pottery at Lambeth and Bristol happened to be written on an evening when a brief line in my newspaper informed me that the last descendant of Columbus had been executed by one or other of the two sides in Spain. I forget which, nor do I know if the report was accurate, but the circumstance was sufficient to make me determine to go back to the beginnings of this particular technique in Europe. Here are some dishes which will no doubt be sufficient, even in a monochrome reproduction, to bear out my statement that what is known cumbrously and pedantically and accurately as Hispano-Moresque pottery is among the finest things which have come down to us from the distant past. Rather oddly, one does not hear very much about it; it is rare, in any case, and does not often appear in an auction-room, so that it never becomes "news." Moreover, though it is varied enough within certain strict limits of decorative custom, it is not possible to give it a personal flavour, as it were, and our national habit of treating with indifference what requires a certain amount of pains to investigate, no doubt accounts for the fact that nine people out of ten are blissfully ignorant of its existence.

These illustrations, which are all of pieces of the fifteenth century, really mark the end of an era. The Moors first came to Spain in 711. In 1491 Ferdinand and Isabella sat down before Granada with an army of 100,000 men. The city surrendered on Jan. 2, 1492. Columbus discovered America on Oct. 12. The old order had changed: Spain was no longer merely a barrier against Moorish encroachments, but a single unit in European politics, with her eyes turned towards the West

this golden-coloured ware dates from about the middle of the eleventh century, and according to Mr. A. Van de Put "the pigment used, uniformly described as golden (Arabic, *mudbahab*; Spanish, *dorado*) by Muhammadan and Christian witnesses, is generally accepted as a metallic compound, the firing of which produced a surface iridescence or lustre, varying in different pieces as ruby, mother-of-pearl, or greenish yellow, according to the determining constituent, whether copper or silver, and to the proportion of it used. Such lustre is at times indistinguishable, except as a sheen, from the pigment itself, and is subject to deterioration." (See Van de Put's

the rim)—this pottery and the noble remains of Moorish architecture scattered over half the peninsula. One can sympathise, at this distance of time, with Ayesha, mother of Boabdil, the last King of Granada, who looked back at the city of his ancestors as he fled with his family and burst into tears (the hill on which he stood is still known as the Hill of Sighs): "Weep like a woman," she said, "you who could defend your throne neither as a king nor a man!"—a fierce, proud woman, whose fate it was to bear a weakling.

It is no wonder that the Italians were impressed by these wares, which were exported in large quantities, and they were quick to adapt the technique to their own idiom, using every variety of colour, sometimes, though rarely, keeping to designs of arabesques and foliage, but more often—particularly during the finest period—i.e., about 1520-1540—using a dish as a painter uses his canvas, to depict a landscape with figures, mostly illustrations to a legend: for example, stories from Ovid, that great sixteenth-century favourite of the Renaissance, or from Virgil or Ariosto.

Faenza was one of the earliest centres of the pottery industry in Italy—hence, say some authorities, the French "*faïence*" to denote this type of glazed earthenware; others point out that there is another town of this name near Cannes. While there must have been a certain amount of direct influence (at least, as regards design) from the Eastern Mediterranean to Italy, there appears to be no doubt that the actual craft came to Europe *via* Spain and the Moors: that it was taken up in Italy (where the first dated piece known is 1475) and in France. There is some evidence that the French were in direct contact with Moorish workmen—a document was found a few years ago noting the presence of Moorish potters in the train of a Burgundian nobleman: obviously there were many roads by which ideas could spread. By the seventeenth century the Dutch had established the famous factory at Delft



1. FIFTEENTH-CENTURY HISPANO-MOESQUE POTTERY: A DISH WITH "I.H.S." IN GOLD AS A CENTRE TO THE BLUE ON GOLD OF THE RIM.
Reproductions by Courtesy of the Spanish Art Gallery.



2. WITH A PAINTED SHIELD IN THE CENTRE SHOWING A DEER AND A TREE IN BLUE: A GOLD LUSTRE DISH. (17 in. in diameter.)

—from this time Spanish Art was predominantly European.

The story of the evolution of this distinctive pottery is excessively obscure and excessively complicated, and to follow it in detail would require an exact acquaintance with archaeological research and the rise and fall of Moorish kingdoms in the south of Spain. Very briefly, the first historical notice of

contribution to the Burlington Magazine Monograph, "Spanish Art," 1927, and "Hispano-Moresque Pottery"—Hispanic Society of America, New York, 1915.)

The earliest lusted potsherds discovered in Spain have been found near Cordova on a site pillaged by the Berbers in 1010, and these resemble Persian pieces found at Samarra, in Mesopotamia, and dating from the ninth century. It is important to remember that the reconquest, though it was completed in 1492, had been in process since the recovery of Toledo in 1085. Majorca fell in 1228, Cordova in 1235, Valencia

in 1239, Seville in 1248, so that for 250 years Spanish Islam was confined to the kingdom of Granada, and the Moriscos in the conquered provinces influenced Christian art and were in their turn influenced by purely Spanish ideas. The result is this hybrid but vigorous and magnificent pottery, a blend of East and West, sometimes made for Christian use (as in the splendid dish of Fig. 1, with its Gothic lettering, "I H S" in gold as a centre to the blue on gold of



3. TYPICAL OF THE ART WHICH SPREAD FROM MOORISH SPAIN TO ITALY, FRANCE AND ENGLAND: A GOLD LUSTRE DISH. (13½ in. in diameter.)

and the process had come to England—which brings me back to the subject of this page last week.

You will doubtless agree that the story, though it lacks clear-cut definition, is not without its fascination, for it is bound up with the rise and fall of empires, the savage passions of religious intolerance, and the making of the modern world.



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BOOKS OF THE DAY.—(Continued from page 888.)

Something of David Chale's motives and ideals is indicated in a conversation between him and Mr. Rutter. "The essential teaching of Islam," he said, "is peace. As a matter of fact, the word 'Muslim' means 'one at peace.' Now that I've been to Mecca I'm more convinced than ever. I tell you that place is like a gigantic cosmopolitan club. Turks, Chinese, Malays, Afghans, Syrians, Africans are all friends and brothers there, one rubbing shoulders with the other. I never saw a row. Never heard a harsh word even. How can they be brought together like that? Only by the power of Islam. And if Islam has that power in Arabia, why can't it be extended through the world?"

In conclusion, I would recommend to readers interested in the East (Near and Middle) five other books which among them have a many-sided appeal. One relates to the new Arab Kingdom of Iraq (called by Mr. Winston Churchill "the Clapham Junction of the Air") and appropriately entitled "AIR OVER EDEN." By "H. W." and Sidney Hay. With 62 pages of Illustrations (Hutchinson; 18s.). This book, as its name indicates, is largely concerned with the development of aviation, but touches also on archæology and history, ancient and modern. More recently, Miss Sidney Hay and her collaborator have also given us a picturesque account, on similar lines, of the country that now prefers to be known as Iran, in their latest book, "BY ORDER OF THE SHAH." With 61 Illustrations in sepia (Cassell; 15s.). Incidental reference is made to two subjects commonly associated with Persia, namely, cats and carpets, not to mention oil, the poetry of Omar, and the Persian origin of polo.

The account of conditions in the Persian carpet-making industry, given in the last-named book, provides a human commentary that might suitably be read in conjunction with a sumptuously illustrated work of erudition entitled "PERSIAN TEXTILES AND THEIR TECHNIQUE." From the Sixth to the Eighteenth Centuries. Including a system for general textile classification. By Nancy Andrews Reath and Eleanor B. Sachs (Yale University Press and Humphrey Milford; 45s.). This volume should be very valuable to students of the subject. An interesting general survey of the Shah's dominions is given in "THE PAGEANT OF PERSIA." A Record of Travel by Motor in Persia, with an Account of its Ancient and Modern Ways. By Henry Filmer. Illustrated (Kegan Paul; 15s.). History and personal experience are here happily blended.

Southern Arabia was the scene of a young Cornishman's adventure, recounted in "QUEST FOR SHEBA." By Norman Stone Pearn and Vernon Barlow. Illustrated (Ivor Nicholson; 12s. 6d.). During his journey, Mr. Pearn met Mr. St. John Philby, and in his appendix he quotes a rather revealing letter from Lawrence of Arabia, evidently in answer to a request for advice. Writing from Southampton in September, 1933, Lawrence said: "I'm twelve years away from the East, and wholly out of touch with it and its people. So I cannot advise you. Ibn Saud took my war-time supporting of the Hashimite family very ill. . . . So in approaching him you had best forget me!" The letter ends on a characteristically whimsical note: "As I said, I am wholly out of date, and very thankfully so. Why bother about Sheba, or Biblical maps? Yesterday I was eating some very good ripe blackberries." For Lawrence, it would seem, the salt of Arabia had lost its savour. C. E. B.

"THE KING'S DAUGHTERS."

RECOLLECTIONS of early childhood evoked in after-life are apt to be incomplete, and darkened by the disillusion of later experience. It is far better to write of children while they are children, in all their freshness, before their sayings and doings are forgotten and the magic colours of youth fade into the light of common day. Such records are particularly welcome regarding royal children, every detail of whose lives remains permanently interesting.

Such a work has been accomplished with incomparable charm, tact, and understanding in "The King's Daughters." By Lady Cynthia Asquith (Hutchinson; 10s. 6d.), an intimate and authentic study written and published by the gracious permission of their Majesties, and illustrated with many new private snapshots. Princess Elizabeth and Princess Margaret are here portrayed so fully and vividly, and with such abundance of incident and amusing anecdote, that the reader has the impression of knowing them personally. We are introduced to two happy little girls, quick-witted and vivacious, who are being unobtrusively trained in royal demeanour and courtesy, without loss of naturalness or undue restriction of their high spirits. Princess Margaret is still at the care-free, romping stage, full of chatter and mischief. Princess Elizabeth, while no less joyous than her younger sister, begins to see life's serious side, brought home to her, especially, by the death of her much-loved grandfather, and has a dawning sense of the high destiny that may await herself. As is proved by the illustration on "Our Notebook" page, she has a very considerable talent for art. Both children love animals, and enjoy the healthy recreations of a simple and unaffected home life. Lady Cynthia's admirable book, showing as it does that all is well with the coming generation of our Royal House, will be read with pleasure and satisfaction throughout the Empire. It includes a delightful account of the late Sir James Barrie's friendship with the royal children.

"GHOSTS," AT THE VAUDEVILLE.

IBSEN'S great play, banned fifty years ago, will shock few people nowadays. Nevertheless, it holds its own as absorbing drama. The new adaptation by Mr. Norman Ginsbury has the advantage of more "flexible" dialogue than that provided by the late William Archer, though it suffers from such modernisms as "one over the eight" to signify intoxication. The setting by Miss Molly McArthur is much less drab than those once used. As the play may now be treated less reverently, and more critically, it is worth noting that the Master Dramatist's famed technique seems out-moded. Mrs. Alving and Pastor Manders spend an unconscionable time explaining to the audience what has happened in the past. Despite everything, however, the play does hold the interest. Miss Marie Ney portrays Mrs. Alving in lighter vein than her predecessors, and, accordingly, the part gains in human interest. Mr. Clifford Evans is an admirable Oswald, his final collapse into insanity being intensely moving. Mr. Frederick Bennett supplies some legitimate, and much needed, comedy as Engstrand. Miss Silvia Coleridge's Regina has not sufficient gusto. She seems to forget that the education Regina has received is merely a veneer. Mr. Stephen Murray leaves the rôle of Pastor Manders to look after itself. It is a fine, if complex, character part, for the man is both a snob, a coward, a hypocrite, yet, within these limitations, an honest man. All this can be gathered from the text. Mr. Murray gives us no assistance in gathering this. Despite its faults, this is a fine production, not to be missed.

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THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

WHEN prices for motor-cars were raised in Great Britain last July by 5 to 7½ per cent., observers wondered whether that would adversely affect sales. As a matter of fact, it did not, but there was an increase of sales in June, when rumours were rife of the up-trend of prices; registration of new cars in that month increased by nearly 6000, according to the official Returns issued by the Ministry of Transport. In fact, the summer months, June, July, and August, proved that demand had increased and that prices had no appreciable influence as far as the home market was concerned. So, while the total sales of cars during the summer of 1936 were only some 2800 above those of 1935, the increase this year over 1936 is 10,800, a very satisfactory condition of affairs.

Also, some folk held the view when prices were first increased that motorists in England would buy smaller cars to offset the rise. That has proved another fallacy, for, whereas in 1936 the 8-h.p. cars

topped the list of sales in a total of 63,978, it was the 10 h.p. which headed the poll this year, 1937, in a total of 74,778 cars sold in these three summer months. Out of that total, 8-h.p. cars were 19,168 and 10-h.p. ones 21,965; 12-h.p. cars sold amounted to 11,101, 9-h.p. to 3816, 14-h.p. to 7007, 18-h.p. to 1771, 30-h.p. to 1410, 16-h.p. to 1208, and 22-h.p. to 817. The balance of sales were made by cars of other horse-powers all less in quantity than the numbers quoted.

For the year ending Aug. 31, 1937, the total sales of all motor-vehicles in Great Britain—cars, motor-cycles, goods, passenger hackneys, and agricultural motors—were 504,137, as compared with 433,791 in the same period in 1936 and 385,347 in 1935, so it is easy to recognise that, at any rate, the British motor industry shows no sign of slump. Moreover, as long as the McKenna duties on foreign cars imported here are maintained, there is little chance of a decrease in sales, and judging by sales during the past three months, a further increase is likely.

The Austin Motor Company, Ltd., announce that the "Big Seven" sliding-head saloon is now priced at £149 10s. instead of £155, and the fixed-head model is also reduced to £145 in place of £155. These new prices took effect on Nov. 1, so buyers at the Scottish Show, held at the Kelvin Hall, Glasgow, and opened on Nov. 12 by the Minister of Transport, had the benefit of these reduced prices. No fewer than twenty-five various models were on view at the Kelvin Hall on eight different stands of Austin dealers. Prices are still quoted as ex-works, and a further charge has to be paid for delivery to the customer. It is a pity that our motor-manufacturers

cannot all agree to sell their vehicles delivered free of charge in Great Britain, even if they have to add a few pounds to the selling cost. Men in business understand prices at works, but women are very



MAKING LIGHT OF THE ROUGH ROADS AND SINUOUS BENDS WHICH CHARACTERISE ONE OF THE LEAST-KNOWN BEAUTY SPOTS IN WALES: AN "AUTOVIA" SALOON CROSSING THE BRECON BEACONS.



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annoyed when buying a car from a dealer at the manufacturers' listed price to be told, after the sale has been completed, that there will also be delivery charges—say, £2 10s.—to pay. Women buy so many cars to-day that this matter is really quite a serious item of dispute between salesman and customer, especially as most women's other purchases are delivered free of charge.

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Nov. 22nd-25th.—The Second Portion of THE CLUMBER LIBRARY, the property of the late SEVENTH DUKE OF NEWCASTLE, removed from Clumber, Worksop, the property of the RT. HON. THE EARL OF LINCOLN, including fine French Bindings, Books of Engravings and Drawings, etc. Illustrated Catalogues (20 Plates, 7 in colour), 7s. 6d.

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Nov. 24th.—The well-known Collection of OLD ENGLISH GLASS, the property of MRS. H. F. THOMAS, The Doune, Elstree, Herts. The second and final portion.

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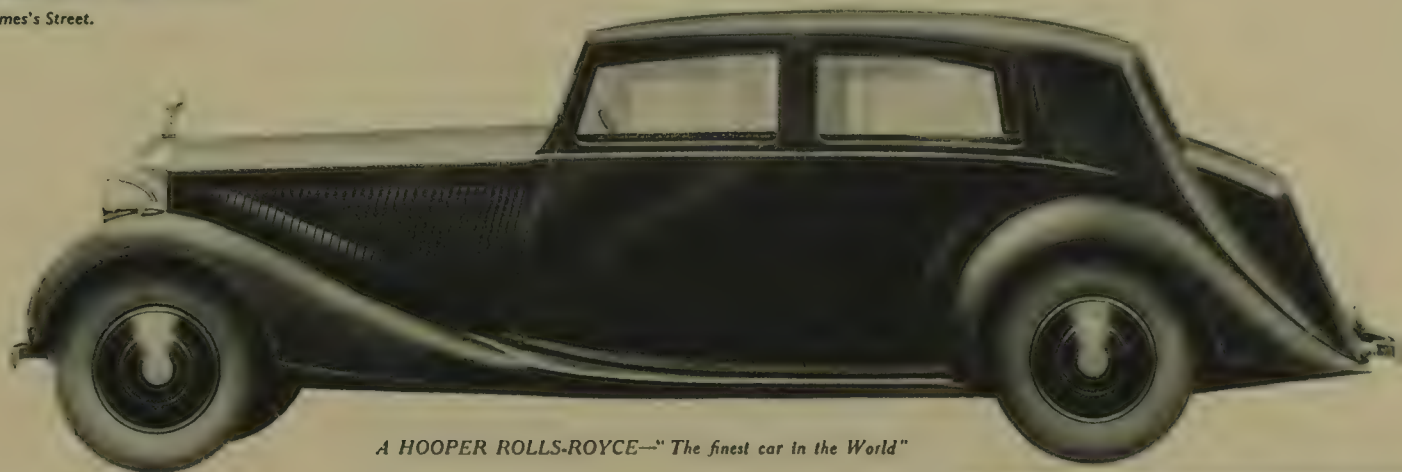
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WHERE TO GO FOR WINTER SPORTS.

SWITZERLAND'S SUN-KISSED SNOW-FIELDS.

By EDWARD E. LONG, C.B.E., F.R.G.S.

THE charm of a winter sports holiday is amazing. Here we are accustomed to associate snow with dull, dark days and a most unpleasant dampness; in Switzerland, snow and sunshine go hand in hand, forming a wonderful combination. And the beauty of the snow-fields, miles and miles of them, radiant in the sun. Those of us who saw them first many years ago will never forget the thrill of that first look at them. From England's winter gloom it seemed we had stepped into Paradise! The coming winter sports season should be a good one for Switzerland, for every endeavour has been made to render it particularly attractive to visitors from this country. There are reductions in the price of railway tickets, if purchased here; many special winter sports trains will be run; and there is a daily London-Zurich air service. Hotel charges are very moderate; no *hôtels* can excel those of Switzerland in the matter of catering specially for British visitors; all-in prices are quoted, including gratuities, orchestra, kur-tax, and transfer of baggage to and from hotel. Then, in all the well-known Swiss winter sports resorts there are the most up-to-date facilities for skiing, skating, tobogganing, and curling, and for skiers there is a standardised system of instruction, at a very slight cost, which makes it possible for those who have taken lessons at one resort to continue them in another without any break. Swiss experts, whether in the matter of skiing or skating tuition, the art of preparing an ice surface for curling, or the construction of a luge- or a bobsleigh-run, are not to be surpassed, whilst as for the matter of a choice of winter sports resorts, Switzerland easily leads all other countries in the number it has of such

of its hotels, not only as regards accommodation, but also in the quality of the entertainment they provide.

Davos has made rapid strides among winter resorts in the Grisons in recent years, due to the Parsenn railway, which has opened up snow-fields of really marvellous extent, providing several of the greatest downhill runs in the Alps. It is still going ahead, too, for this season there is a new ski-hoist to the Strela Pass, joining on to the Schatzalp funicular, which indicates that Davos is doing all that it can for skiers, since already it has a ski-hoist for its nursery slopes. Davos is a world centre for skating and will be the scene of an Ice Festival and World Championships meeting on Feb. 5; it has a fine toboggan-run,

It also has the benefit of a railway which takes skiers up to Wengern Alp and Scheidegg, and gives them a glorious run down. Wengen has a good Kurverein rink, and it has among its hotels some of the best in Switzerland. Scheidegg has skiing fields equal to any in Europe—with the Lauberhorn, Männlichen, Tschuggen, and Eiger Glacier runs, and it is an excellent place for beginners, as well as experts. Moreover, from it, the Jungfrau Railway runs to Jungfraujoch, nearly 12,000 ft. above sea-level, whence the run down the great Aletsch Glacier, when weather conditions permit, is an event in the life of a skier! From Scheidegg it is a fine run to Grindelwald, with its well-known Bear Hotel. Grindelwald has an international reputation for curling, and the ice of the Bear rink is considered to be among the finest known. A splendid ski-jump on the Mettenberg slopes and the largest bobsleigh run in Switzerland are other attractions of Grindelwald. Mürren claims to be the best centre for skiing when the weather is bad, meaning that its unique position generally secures for it good snow; apart from this it has a very famous ski school and excellent skiing slopes, with a railway for the ascent and also a ski-lift. It is strong, too, in skating and in curling.

Adelboden is an Oberland resort of great popularity. The drive up from Frutigen, the charming view of the Wildstrubel, and the picturesqueness of the village make a lasting impression on the newcomer, and the quality of its skiing—those fine runs on the Hahnenmoos, the Bonderspitz, and the Laveygrat (there is now a sledge-lift, *via* Geils, to the Hahnenmoos)—completes the conquest. Kandersteg kindness in the social line is proverbial, and it has a setting of great beauty. Who can forget tailing down to the lovely Blau See, and the falls of the Kander? Curling is one of its chief assets, and lately ice-hockey has come very much to the fore there. Gstaad has first-quality skiing and is well placed for ski expeditions. It also stands for luxurious hotels, two acres of ice-rinks, and a toboggan-run nearly a mile long. Other Oberland resorts are Beatenberg, Grimmel Alp, Gurnigel, and Lenk, the latter a charming winter sports centre for



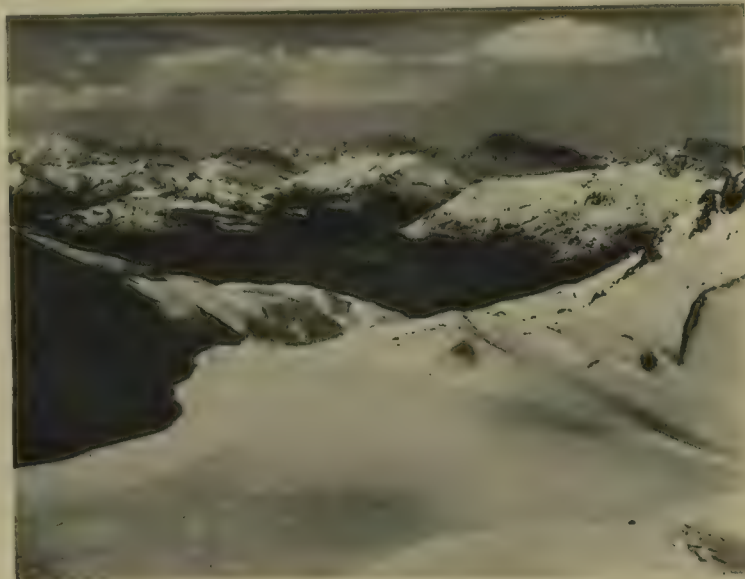
AT THE START OF THE THRILLING RUN DOWN TO ST. MORITZ: THE SCENE AT THE CORVIGLIA HUT, TO WHICH SKI-ERS ASCEND BY FUNICULAR.
Photograph by Albert Steiner, St. Moritz.



WITH A TAILING-PARTY IN THE FOREGROUND: THE SPLENDID SNOW-FIELDS OF AROSA.

Photograph by C. Brandt.

and a social life which makes it particularly attractive. Ever popular, Pontresina is the gateway to the wonderland of the Bernina, and then, also, for the skier there are the trips to the Diavolezza, Piz Muraigl, Piz Corvatsch, and many others, and for the skater there are the tempting rinks of the "Roseg" and the "Kronenhof." Klostert, always a favoured skiing ground, now shares with Davos many of the fine downhill runs from the Weissfluhjoch rendered possible by the Parsenn railway, and it has a two and a half mile bob-run. Lenzerheide is another



AT DAVOS: SOME OF THE SNOW-FIELDS OPENED UP BY THE PARSENN RAILWAY—LOOKING FROM THE WEISSFLUHJOCH TOWARDS SCESAPLANA AND DRUSENFLUH.—[Photograph by E. Meerkämper.]

centres. Moreover, they vary so as to size and altitude, and in their special scenic attractions, that it is quite an easy matter to find amongst them just the sort of place one wants.

Take first the winter sports resorts of the Grisons, highlands of romantic beauty, rendered accessible by the boldly-engineered Rhaetian railway. St. Moritz, the queen of them all, has a fame that is world-wide, for its wonderful situation and the excellence of its facilities for sport attract visitors from all the far corners of the earth. In tobogganing, the Cresta is unrivalled, its bobsleigh-run is unequalled, and nowhere else will you see international horse-racing on a frozen lake on such a scale. As for ski-fields, Chantarella and Corviglia are reached by funicular, and a ski-hoist now joins the existing Suvretta hoist; a sledge-lift links up with Corviglia, and there is a new ski-hoist and sledge-lift to a point 7185 ft. up, at the foot of Piz Nair, and a funicular also runs to Muottas Muraigl. There is a splendid choice of tours, short and long, whilst ski-jöring and tailing are very general, and ski-jumping at the big Suvretta jump is indeed thrilling to watch.

Arosa, with a situation of great beauty, has magnificent snow-fields, and they are well worth the climb they entail, for Arosa believes in earning the downhill run, though certainly sleighs are available for skiers. Arosa has a good height, 6000 ft., and plenty of first-class powder snow. There are downhill runs to suit the skill of any kind of skier, excursions to the Hornlihut, the Weisshorn, the Arosar Rothorn, the Parpaner Rothorn, and the Valbella district provide endless interest for the ardent sportsman, and ski-jöring is a popular sport. There are several fine skating-rinks at Arosa, curling is available, also bob and luge runs, and, of course, there is a ski school and a ski jump. A feature of the place is the high standard



SHOWING THE BEAUTIFUL JUNGFRAU GROUP OF MOUNTAINS IN THE DISTANCE: THE SKI-ING SLOPES ABOVE WENGEN.—[Photograph by W. Gabi.]

fine skiing centre, with good slopes close at hand; Flims-Waldhaus vies with it, and both resorts cater for skaters and curlers, too; Sils-Maria is a lovely spot for a quiet holiday, with opportunities, however, for visits to St. Moritz, and the same may be said for Samaden and Celerina.

The Bernese Oberland has a splendid range of resorts, large and small, among which Wengen, Mürren, and Grindelwald lead. Wengen has a very sunny and sheltered position on the brink of the famous Lauterbrunnen Valley, and with an incomparable view of the queenly Jungfrau.

children, very safe and sunny, and adults accompanying them will find plenty to do, for Lenk has a ski club, a ski school, a toboggan-run, and good rinks, with curling.

In Central Switzerland, Andermatt, a thousand feet up above the St. Gotthard, has many attractions for the winter sports visitor. The White Hare Ski Club looks after the skier very thoroughly, tours can be made to the St. Gotthard Hospice, the Furka Pass, and Piz Lucendro, and a funicular gives good downhill runs, whilst skating and curling flourish; Engelberg, lying in what has been termed the "Valley of the Angels," has winter joys of its own—curlers claim its covered rink is the chief of these; skiers, the Trübsee; and at Rigi-Kaltbad you have marvellous views of the lakes of Zug and Lucerne. Rhône Valley resorts include Crans, with fine nursery slopes; whilst for the experts, the heights of Mt. La Chaux, the Tubang, and the Wildstrubel are inviting; Morgins, which has won, in the parlance of the skier, the reputation of being a snow-pocket, and has two ski clubs, staging several interesting competitions; and Villars, which has splendid ski-slopes up at Bretaye, to which a funicular runs, and now a new ski-hoist, from Bretaye to Chaux-Ronde, 6625 ft., and a sledge-lift, from Bretaye to Chamoisaire, make skiing less arduous and more delightful than ever.

Social life in Villars centres in the magnificent Villars Palace Hotel, adjoining which is a first-class skating-rink, and another asset is the luge-run.

With a fine situation overlooking the lovely Lake of Geneva, and good facilities for winter sports, in which the ski-fields of Jaman are prominent, Caux gets many winter sports visitors; and lastly Zermatt, at the foot of the mighty Matterhorn, with its Gornergrat Railway, gives skiers some marvellous downhill runs, and plenty of other kinds of winter sport.

This England . . .



The valley of the West Allen, Cumberland

THERE are those among the younger people (indeed there have always been) who like to scoff at tradition. Yet are they among the foremost to profit by its counsels and its guidance. For tradition is in some sort the memory of trials and errors in the past—and without his memory man is not much. Unconscious of this guidance are we most often, because it springs of simple things so interwoven with our daily round that they seem no older than last week's winding of the clocks. Your Worthington is one of these—so old in its manner of making, so new (and so acceptable) to each generation of young men it sustains.



WINTER SPORTS IN FRANCE—AND AUSTRIA.

FRANCE, with a wide range of resorts, of varying altitude, good hotel accommodation, and well equipped for all kinds of winter sport, among the Alps, the mountains of Auvergne, the Pyrenees, the Jura and the Vosges, makes an alluring appeal to lovers of winter sports, and by way of special inducement, winter sports trains at greatly reduced fares are to be run during the coming season from Paris to resorts in the Pyrenees on Dec. 23, Jan. 29, and Feb. 25, and to resorts in the Auvergne on Jan. 21 and 22, and it is anticipated that similar trains will also be run to resorts in the French Alps.

The principal winter sports region in France is undoubtedly that of the French Alps. In Upper Savoy, Chamonix, with a delightful situation on a plain traversed by the River Arve between Mont Blanc and the Aiguilles Rouges, has splendid facilities for skating, with its immense natural skating-rink, the largest in Europe, with over 4000 square yards of its surface floodlit. Other attractions are a fine bobsleigh-run at Pellerins, two luge-runs, with a gear-hoist, a ski-jöring run, and two ski-jumps, one with stands accommodating 5000 spectators! As for ski-ing, there are excellent nursery slopes and ski schools near by, and such magnificent snow-fields have been rendered accessible by the aerial railway to the Brévent that Chamonix now ranks as one of the best ski centres in France. In the same region are Megève, Mont-d'Arbois, Saint-Gervais, Combloux, and Morzine, of which Megève is the leading resort, and exceedingly up to date, with an aerial railway which gives opportunities for first-class downhill ski-runs—the Rochebrune run is used for the Grand Prix of the Ski Club de Paris—three skating-rinks, a bobsleigh-run and several luge-runs, ski schools, and a cable-hoist for nursery slopes. Saint-Gervais is linked up with the Col de Voza and with Mont-d'Arbois, where are good facilities for ski-ing. These also exist at Morzine, with its long, even slopes, and which has higher snow-fields made available by the new Plénay aerial railway. The whole of the district is noted for its sunshine, snowfall, and magnificent views of Mont Blanc.

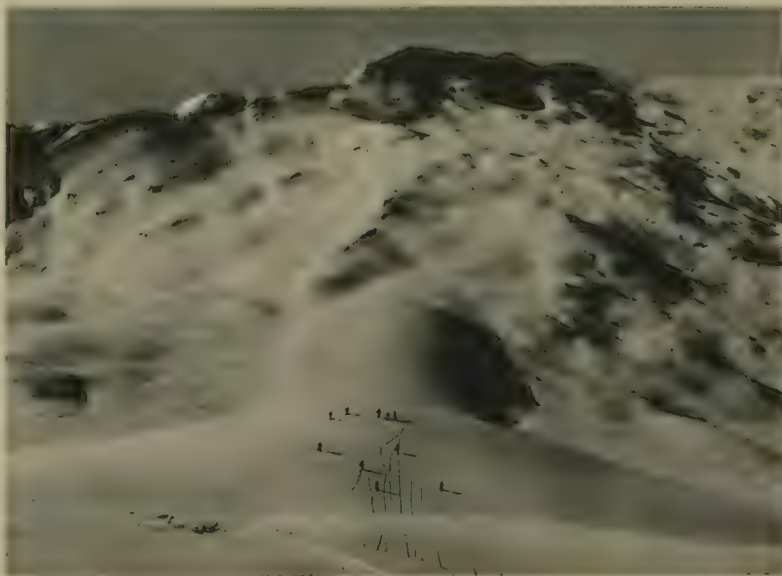
In Savoy, Mont-Revard, reached by aerial railway from Aix-les-Bains in six minutes, is picturesquely set amid a forest of fir-trees. It has a large skating-rink,

an undulating plateau provides good ski-ing, and with a ski-jump and a fine bobsleigh-run, Mont-Revard offers decided attractions to devotees of winter sports. In the Dauphiny there are Villard-de-Lans, some twenty miles from Grenoble, with which it is connected by tramway and autocar services, and St. Pierre-de-Chartreuse, both modern resorts, with good sports facilities and fine scenery, and the Briançon region has Mont Genevre, a charming little place, well equipped, and quickly reached from Briançon, which itself is a winter sports centre. Then, in the Alps of Provençal, within easy reach by road of the Riviera, are the very attractive winter sports resorts of Peira-Cava, Beuil, and Auron, with extensive ski-fields, skating-rinks, and luge-runs. Beuil and Auron are to be the scene of the French Championships this year, the formal opening and closing of which will take place at Nice.



A FEATURE OF THE WINTER SPORTS AT MEGÈVE: THE FINE SKATING-RINK IN THE CENTRE OF THE TOWN.

Photograph—Collection P.L.M.



NOW ACCESSIBLE FROM CHAMONIX: MAGNIFICENT SKI-FIELDS WHICH HAVE BEEN OPENED UP BY THE FUNICULAR RAILWAY TO THE BRÉVENT.

Photograph by G. Tairraz.

The special travel facilities available for winter sports at resorts in the Pyrenees this season should draw many visitors to such well-known winter sports centres as Font Romeu, at the eastern end of the Pyrenees, and Super-Bagnères in the centre. Font Romeu, which is near the Montlouis and Perpignan railway, has good ski-runs, and a ski-jump, bobsleigh- and luge-runs, whilst the fine slopes of the Col de Puymorens (6290 ft.) are within easy reach, and Super-Bagnères, which has the advantage of being quite close to Luchon and its many amenities, is well equipped, with a long bobsleigh-run, a large skating-rink, and a ski-jump, and its ski-ing slopes offer a variety of good runs.

Special travel arrangements for Mont Dore and La Bourboule should aid greatly in making these winter sports centres in the Auvergne better known, and, in addition to such resorts, with fine ski-ing, there are several smaller places in the Auvergne which offer good sport. Among the mountains of the Vosges there are such winter sports resorts as Markstein, with a luge-run, ski-jump, and a skating-rink, and Gerardmer, where the lake forms a natural skating-rink, and there are luge- and bobsleigh-runs, with good snow conditions, usually, on the Col de la Slucht, not far off, whilst at the Hohnack, 4465 ft., there are excellent ski-ing slopes. Lastly, winter sports are obtainable also in the Jura mountains, at Pontarlier,

[Continued overleaf.]



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Photo: W. Gabi

Bernese Oberland

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- **GRISONS**—A paradise for downhill ski-running from December till April. Easy to reach by rail and air. Finest mountain railway service. Cheap Season Tickets. A host of delightful winter sports centres, including AROSA (6000 ft.), DAVOS (5200 ft.), ST. MORITZ (6000 ft.), KLOSTERS (4000ft.), LENZERHEIDE (5000 ft.), PONTRESINA (6000 ft.), cater for every pocket. Swiss Ski Schools. International Contests in all Winter Sports.
- **VAUDOIS ALPS & JURA**—VILLARS—GHESIERES—BRETAYE 4300 ft.—6600 ft. 10 hrs. sun—Elec. Rlys.—Ski Funis—Ski & Skating Schools—Curling. ST. CERGUE 3600 ft. 10 hrs. sun. Elec. Rly. to La Givrine.
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INFORMATION: Swiss Federal Railways and State Travel Bureau, 11-B Regent St., S.W.1, Railway Continental Enquiry Offices & Travel Agents.



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INFORMATION: Official Inquiry Office, Mürren (Switzerland)

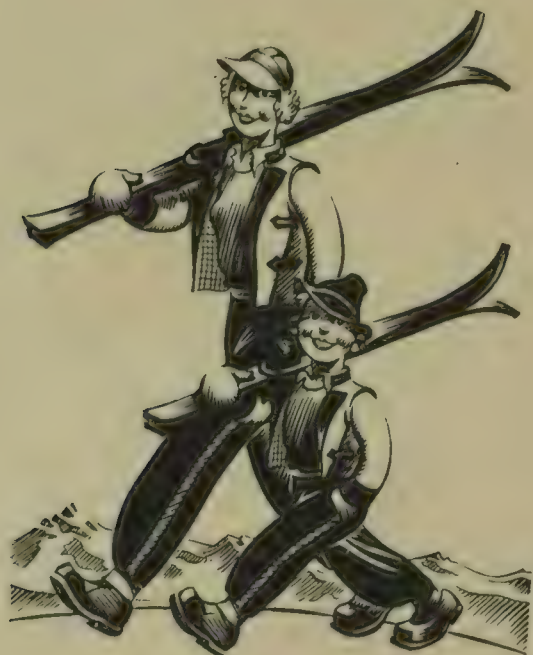


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WENGEN

WENGEN

SWITZERLAND 4000 ft.



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Continued.]

which has a ski-jump and skating-rink, and at Les Rousses, which has a picturesque situation on the Dôle, a skating-rink, luge-runs and a ski-jump, and is the headquarters of a well-known ski school.

Since it is so very largely an Alpine country, it is only natural that Austria should be able to offer abundant facilities for winter sports, also that one should find a high standard of skill in both skating and ski-ing, to which the skaters of Vienna and the ski instructors of St. Anton bear good witness. A pleasant feature of winter sports in Austria is the many opportunities afforded those in search of an inexpensive winter sports holiday in small mountain resorts, where good sport, plain food, and a comfortable bed may be had at a very moderate figure. But if recognised sports centres and hotels with a high standard of comfort are sought, then Austria has many such, at prices which range alongside those for similar accommodation in other countries. In like manner, special travel facilities for winter sport are granted on Austrian State Railways, and inclusive tickets are obtainable for the return journey, hotel, and other ordinary charges.

A highly-favoured district with British visitors to Austria in winter-time is that of the Arlberg, which has the advantage of being the nearest to London and the merit of possessing some of the most attractive of Austrian winter sports centres, both large and small. Well over four thousand feet above sea-level, fine snow-fields lie all about St. Anton, whilst you can go by motor-bus to little St. Christoph (5600 ft.) and discover yet other excellent slopes, and a cable railway takes you to the summit of the Galzaig—a height of 7000 ft. No one fond of skiing is likely to have a dull moment in St. Anton, which applies, too, to a stay in Zürs, where, as in St. Anton, every grade of



TYPICAL OF THE WINTER CONDITIONS IN THE GLOCKNER GROUP OF MOUNTAINS, IN AUSTRIA: A VIEW FROM THE IMBACHHORN, LOOKING TOWARDS THE KITZSTEINHORN.

Photograph by Dr. Ernst Hanausch. (By Courtesy of O.V.W.)

ski-er is catered for, whilst its altitude, 5800 ft., ensures good snow conditions. Other good Arlberg centres are Lech and Oberlech, from both of which a number of excellent ski tours can be made, amongst others the Mohenfluh, the Zugspitze, and the Madloch.

In the Oetzal district, Obergurgl, which claims to be the highest village, with a church, in Europe, has come very much to the fore in recent years as a ski-ing centre. Its height, 6422 ft., gives it splendid powder snow on its very fine ski-ing slopes, and the variety of tours available, for all classes of ski-ers, is quite astonishing. A somewhat similar resort is that of Loferer Alp, which offers the great attraction of good sport, and is little known. There is not much sophistication either in Lermoos, in the Fern Pass district, tucked away in a little valley



ON THE NURSERY SLOPES—AN INTERESTING WINTER SPORTS SCENE: A SKI CLASS RECEIVING TUITION AT KITZBÜHEL.—Photograph by Hans Dietrich and Co. (By Courtesy of O.V.W.)

at the foot of the Zugspitze, and within reach of the cable railway up this well-known peak, or Sölden, another small resort in the Oetzal, with good ski-ing and interesting tours to the peaks and glaciers of the Oetzal.

Among the larger resorts in Austria are Badgastein, in the Upper Gastein Valley, and reached by electric railway from Schwarch-St. Veit, a station on the main Basle-Vienna line, which has a good skating-rink and ski-fields; Zell-am-See, on the line between Innsbruck and Salzburg, with two ice rinks, on which there are skating and curling, a ski school, a cable railway to the summit of the Schmittenhöhe, and many ski tours to the Hunstein, Sausteige, Assitz Vogel and Kitzsteinhorn; and Kitzbühel, a typical town of the Tyrol, and the most popular amongst Austrian winter sports resorts. In a sunny and sheltered situation, it has a quaint old-world atmosphere, combined with modern hotels and a bright social life, whilst on the sports side it has excellent ski-ing, and a very efficiently organised ski school, the Kitzbühel Ski Club, a skating-rink, a bobsleigh-run, and a natural toboggan-run. There are admirable nursery slopes for beginners, numbers of short, easy tours for ski-ers of medium skill, and for the experts there is the Hahnenkamm railway to take them up to a height of 5415 ft., with a choice of no fewer than twenty-two downhill runs, and generally with good powder snow. Not a few folk enjoy a winter sports holiday in the Capital of the Tyrol, Innsbruck, which has excellent facilities for skating, with toboggan- and bobsleigh-runs only fifteen minutes distant. Some prefer to go as far afield as Semmering, the very up-to-date resort within a two hours' journey of Vienna, with its fine toboggan- and bob-runs, skating-rinks, and ski-ing.

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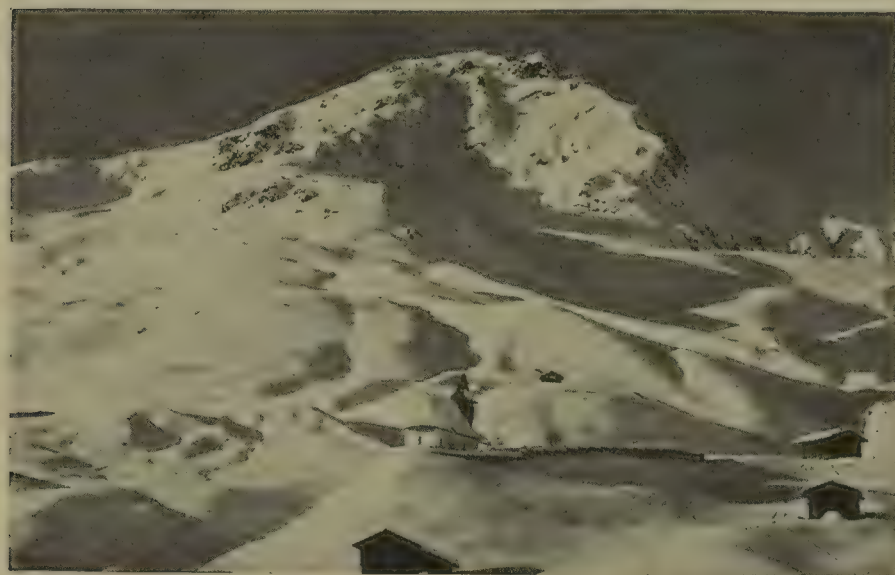


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WINTER SPORTS IN ITALY, GERMANY, AND CZECHOSLOVAKIA.

ITALY is making a bold bid for winter sport patrons this season by offering a 50 per cent. reduction on return fares on the Italian State Railways, whilst the moderate inclusive terms quoted for hotel accommodation increase the attractiveness of an Italian winter sports

resort, which came into prominence last year, largely owing to the visit of the Oxford and Cambridge Universities' ski-ing teams, is that of Cervinia (Breuil), which lies at the very foot of the Matterhorn, and can be reached by rail from Turin to Châtillon, in the Val d'Aosta, from which a motor-road runs to Valtournanche and Cervinia. At an altitude of 6600 ft., and with a rope railway to Plan Maison, which is approximately

8000 ft., Cervinia is most favourably situated for ski-ing, and when the rope railway now in course of construction to the San Théodule Pass, at a height of 11,000 ft., is completed, further fine snow-fields will be opened up.

Another splendid winter sports playground in Italy is to be found in the region of the Dolomites, where are such centres as Misurina, Val Gardena, Madonna di Campiglio, San Martino di Castrozza, Mendola, Corvara, and Dobbiaco, the queen of them all being Cortina d'Ampezzo, with a setting of great beauty, and exceptionally well situated climatically, as it is sheltered from wind by the Dolomites, and is very open to the sun. It has a very fine sports organisation and important international meetings, and has a large skating-rink, a bobsleigh run, and three ski-jumps, two of them for practice. A cable railway runs to the snow-fields of Pocol, at a height of 5100 ft., the downhill run from which, the famous Duca d'Aosta, is reckoned to be one of the best in Europe. There

is another good downhill run from Tofane, reached by motor-bus, and Cortina is a first-class centre for ski excursions—to Misurina, the Falzarego Pass, and the summit of the Nuvolau. Cortina is reached best from London via Innsbruck, Portezza and Dobbiaco. Other attractive Italian winter sports centres are Selva-Plan and Ortisei, in the lovely Gardena Valley; Madesimo, on the Spluga, about twelve miles from Chiavenna; Mottarone, above Lake Maggiore; Colle Isarco, at the foot of the Breonie Alps; Asiago, in Tridentine Venetia; and Gran Sasso, in the Abruzzi.

The registered-mark system, ensuring accommodation in hotels at very moderate prices, and reductions in fares on German railways, should result in cheap winter sports holidays in Germany, and the region likely to benefit most is that of the Bavarian Highlands. Garisch-Partenkirchen, with a fine situation at the foot of the Zugspitze, is likely to prove the centre of attraction, since so many people came to know it when the Olympic Winter Sports

were held there in 1936. The excellent facilities for sport then provided remain, among them the large artificial ice stadium, the Olympic bob run, and the Olympic ski-jumps. There are other skating-rinks, a toboggan run, and a ski school, good practice slopes are available for beginners, snow conditions are very reliable, and there are the Wank and Kreuzneck funiculars to take skiers up to heights from which there are many splendid downhill runs; also the Zugspitze railway to Schneeferner, 8692 ft., whence an aerial railway runs to the summit of the Zugspitze, 9676 ft. Not far off is the pretty little village of Oberammergau, with many facilities for winter sports, and then in the beautiful Allgäu Alps of Bavaria is Oberstdorf, where the skating is good and ski-ing too, the Nebelhorn cable railway enabling skiers to get a good downhill run from a height of 6326 ft. Also in Bavaria, on the Adolf Hitler Pass, is Oberjoch, a quiet little place, with excellent snowfields and a splendid choice of ski tours in the high Alps.

(Continued overleaf.)



AT ITALY'S WELL-KNOWN WINTER SPORTS RESORT IN THE DOLOMITES: A CORNER OF ONE OF THE SKATING-RINKS AT CORTINA.

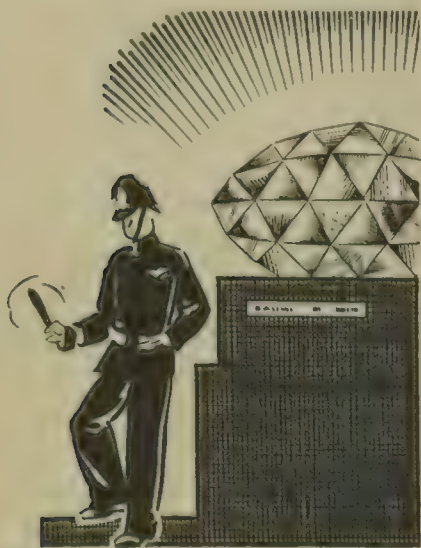
Photograph by Enit-London.

holiday. Those who may be inclined to regard Italy as too far off for winter sports should bear in mind that some of the finest ski-ing slopes to be found are within a twenty-four-hour journey from London, on the southern slopes of the Italian Alps. As a matter of fact, from the station of Oulx, on the main Paris-Rome line, a fine motor-road leads westwards to Sestrières, in Piedmont, where, at a height of 6600 ft., are extensive ski-fields which can truthfully be termed magnificent. Two rope railways carry skiers to altitudes of 8000 ft. at Monte Sisses and Monte Banchetta, and from these heights good downhill runs are possible in at least twenty different directions. Sestrières has facilities for skating and curling, and for bobsleighbing and tobogganing, and it is a fine centre for excursions. Clavières (5775 ft.), also in Piedmont, is another popular Italian winter sports centre, with a rope railway to Piano del Sole (7500 ft.), a skating-rink, and bobsleigh and luge runs. A new winter sports



SKI-ING IN THE BAVARIAN ALPS: STARTING A RUN NEAR GARMISCH-PARTENKIRCHEN.

Photograph by Hein Gorny.



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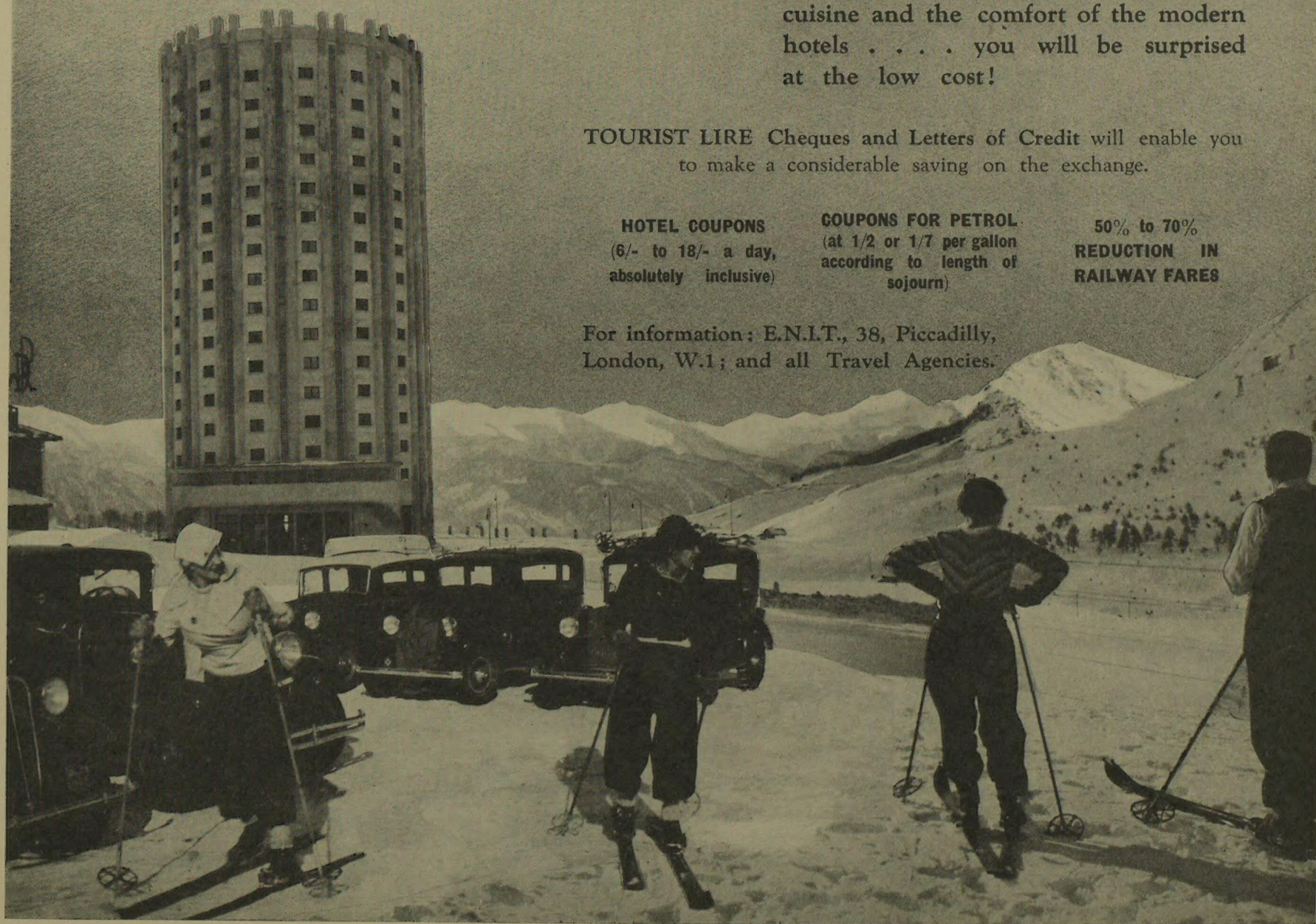
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(Continued.)

The Black Forest is a winter as well as a summer playground, and here Titisee, the beautiful situation of which all summer visitors know, is a charming winter sports centre, having a large ice stadium, ice-yachting on the lake, and fine ski-fields, which include those of Feldberg, 4920 ft. Freudenstadt is another good Black Forest centre, with a ski-jump, nursery slopes, good ski-runs on the Kienberg and Kniebis, and tobogganing. Less known is the pleasant little centre of Sluchsee, with ski-ing and skating, and a winter sports holiday can be spent very pleasantly in the fine old Cathedral and University town of Freiburg, where the aerial ropeway with Schauinsland enables ski-ers to make interesting tours in the Upper Black Forest, and in the Feldberg, Belchen, and Blauen district.

Among the Harz Mountains is Bad Harzburg, a winter sports centre enabling one to ski on the slopes of the Brocken; and in the same neighbourhood is Schierke, which has a bobsleigh run, a large ice-rink, ski-jumps, and enjoyable ski-ing. Then, in the Thuringian Forest, there is a winter sports centre, Oberhof, which has several bobsleigh and toboggan runs and facilities for ski-ers, which include ski-jumps, and a number of ski tours; and in the Erzgebirge, Oberwiesenthal, at an altitude of 5096 ft., and at the foot of the Fichtelberg and Keilberg (over 5900 ft.), is a German winter sports resort of which a great deal more is likely to be heard in this country in the future, since there are splendid ski-ing slopes on the Fichtelberg, up to which an aerial cable railway runs, also a toboggan run $1\frac{1}{2}$ miles long, with a drop of nearly a thousand feet, and excellent facilities for skating, ski tuition, ski-jöring, and sleighing.

Winter sports in Czechoslovakia centre chiefly in the region of the High Tatra, where one of the leading resorts is Štrbské Pleso, which has good facilities for skating



AMID BEAUTIFUL WINTER SCENERY AT KREUZNECK: A PARTY OF SKI-ERS ON AN EXPEDITION IN THE ALLGÄU ALPS.—[Photograph by Dr. P. Wolff and Co.]

and ski-ing, bobsleigh and toboggan runs, and maintains a permanent staff of instructors and guides. There is a very large Government-owned modern hotel, and several others. The country is very beautiful, and charming excursions are arranged, whilst the High Tatra climate in winter-time is noted for its dry, clear air and sunshine. Other High Tatra resorts are Starý Smokovec, with a bobsleigh run connected with the Grand Hotel by a funicular railway; Nový Smokovec, Tatranská Lomnica, and Tatranská Polianka, all of which are well equipped for winter sports and possess good hotel accommodation.

Tickets for and accommodation in all the winter sports centres in every country can be obtained from Messrs. Thos. Cook and Son, and prices and information of all kinds are to be found in that excellent little handbook entitled "Winter Sports," published by Messrs. Cook, and to be obtained free of charge at their Head Office, or any of their numerous branches. Messrs. Cook hold large blocks of accommodation in hotels in all the well-known winter sports centres, and they are, therefore, in a position to be able to offer their clients a very wide selection, and a further advantage they possess is that they charter their own winter sports trains. Tickets for such trains, at very economical rates, for a 10-days' or a 17-days' holiday, including all travel charges, all hotel charges, and transfers, are being issued for Dec. 22 and 29, and Jan. 5, to many well-known centres in Switzerland, Austria, Germany, and Italy. Combined travel and hotel charge tickets to winter sports centres generally are issued by Messrs. Cook, on dates between mid-December and the end of March, and special holiday arrangements include initiation parties to Kandersteg on Dec. 17, Jan. 1, 14 and 28, and Feb. 12; to Andermatt (in conjunction with the White Hare Ski Club) on Dec. 18, 19, 20, 23, 24 and 27, Jan. 1, 7, 14, 21 and 28, Feb. 5, 12, 19 and 26 and March 5 and 12; Engelberg (special economy holiday) on Dec. 18, 20 and 27, Jan. 1, 15 and 29, and Feb. 5 and 12; San Bernardino ("Off the Beaten Track") on Dec. 20, Jan. 4 and 21, and Feb. 7 and 26; Scheidegg (ski-ing parties) on Dec. 4, 6, 13 and 15, Jan. 4 and 11, March 5, 12, 19 and 26, and April 2; Lenk (juvenile parties) on Dec. 15, Jan. 1 and 14, and Feb. 1; Kitzbühel (special economy) every Saturday during the season; and Hrebienok (Czechoslovakia), under the leadership of Commander S. Guy Morton, on Dec. 22, Jan. 10, Feb. 5, and April 11. Messrs. Cook also issue tickets for winter sports holidays, with inclusive rates, by air, in Chamonix, Megève, Mont Revard, Col de Voza, and other French resorts easily accessible from Geneva.

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